



HISTORY



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SOUTH CANAL
AND
HARBOR IMPROVEMENTS



SEATTLE & LAKE WASHINGTON
WATERWAY COMPANY



SEATTLE, WASH.
1902



"These gigantic and beneficial works are accomplished without any tax on existing properties."
Symons.

HISTORY

AND

ADVANTAGES

OF THE

Canal and Harbor Improvement Project Now
Being Executed by the

SEATTLE AND LAKE WASHINGTON
WATERWAY COMPANY

With an Appendix Containing Pertinent Historical
Documents

SEATTLE, WASH., June 1902

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HISTORY AND ADVANTAGES

OF THE

**Canal and Harbor Improvement Project now being
Executed by The Seattle and Lake Washington
Waterway Company**

Since the inauguration of work on the South Canal, in 1895, the City of Seattle has nearly doubled its population and the State of Washington has also increased its population in a remarkable ratio.

These newcomers necessarily lack knowledge in regard to matters pertaining to the period before they arrived and it is the intention of this pamphlet to furnish them information in regard to the history of the lake canal, and harbor improvement project of the Seattle & Lake Washington Water Company.

It is also hoped that the facts set out herein may serve to refresh the memories of many gentlemen of the older population who, in the press of other business, have apparently forgotten the events of 1895 and the part they took therein themselves.

Need for the Improvements.

That Lake Washington should be connected with Elliott Bay by a canal of sufficient size to float the largest ships, is as obvious to the more than 100,000 residents of Seattle, as it was to the first white man who landed on the shores of the bay, and made his way through the primeval forest to the lake.

The chief reason why a canal should be constructed is because of the immense advantages which would accrue to Seattle in commercial and maritime ways. It would give this City all of the advantages which would result from having the best fresh water harbor in the world, connected by a straight canal, only two miles long, with the salt water highway of the Pacific.

The project of connecting Lake Washington with tide water had been the darling wish of Seattle's people for a long time, and they had frequently petitioned the Federal Government for an appropriation, but without avail, except for a survey of the route by way of Shil-Shole and Salmon Bays. Tired of the long delay, the people of Seattle began considering projects for inaugurating the work themselves. In pursuance of that idea, the Seattle Brewing & Malting Company, in 1894, proposed the organization of a corporation for carrying on the work. From the letter of the Brewing & Malting Company, which was addressed to the Chamber of Commerce, we make the following extracts:

"Dear Sirs: It seems to us (the Trustees of the Seattle Brewing and Malting Company), that it is high time, in view of the industrial depression existing here as elsewhere, for the merchants and business men generally of Seattle to get together, and, if possible, by a manifestation of the old Seattle spirit, revive business so far as possible in this section. We think it a self-evident fact that no single proposition would help Seattle so much as the building of the Lake Washington ship canal. We also think it a self-evident fact that it is useless to expect national aid in the building of this canal, for several years at least. We would suggest that a company be legally incorporated for this purpose, with representative men as trustees, and that they work on something like the following scheme:

"First. Secure the right of way.

"Second. Get as large a land and money (cash or notes) subsidy as possible.

"Third. Secure subscriptions extending over thirty (30) months, from every corporation and business man in Seattle.

"We think a subsidy could be obtained of more than the cost of the canal.

"The canal should be built in the best and most thorough manner, under the direction, if possible, of a capable government engineer, with the idea of eventually selling the same to the national government, as was done some years ago in the case of the Louisville canal.

"To show our belief in the proposition, we will subscribe for thirty thousand dollars (\$30,000.00) of the capital stock of such a company, said subscription being payable at the rate of one thousand (\$1,000.00) dollars a month."

This letter was signed by Andrew Hemrich, W. J. Grambs, E. F. Sweeney, F. Kirschner, Geo. F. Gund, R. R. Spencer, D. N. Baxter.

Of this proposition the Seattle Daily Telegraph had the following to say in its editorial columns.

"The proposition which the Seattle Brewing and Malting Company have addressed to the Chamber of Commerce is one that will attract a great deal of attention. The offer of a subscription of \$30,000 towards the canal is a very liberal one. True the company would expect to

receive their money back again in increased business as the work progresses, but that would be the case with any one who put money into that enterprise by way of subscription to the capital stock or subsidy. The Telegraph long ago pointed out that this was the only way by which the construction of the canal can be assured within any reasonable length of time. When we said so some of the very wise people laughed at us. They have done laughing long ago."

On reading the letter of the Brewing and Malting Company in the Telegraph and the favorable editorial comment of that paper, Mr. Semple immediately sought out Mr. Hemrich, President of the Seattle Brewing & Malting Company, and explained the project for the South Canal. As stated hereafter, Mr. Hemrich immediately took it up, and his example was followed by citizens of Seattle generally. It will be thus seen that at the time when the Seattle & Lake Washington Waterway Company appeared on the scene all hope of Government aid had been abandoned, and the people of Seattle were in the temper of building the canal themselves. They thereupon enthusiastically indorsed the practical proposition for the South Canal and raised the half million subsidy in a few days. They thus practically looked to the Waterway Company for a realization of their hopes for a canal, and by the public utterances of the newspapers, and more than two thousand of the leading citizens, expressed their belief in, and pledged their support to the South Canal.

The Weekly Post Intelligencer of Feb. 14th, 1895, in a long article under the head of "The South Canal Enterprise," after recounting the various steps that had been taken by the promoters, wound up as follows:

"With the inauguration of this great work of harbor improvement which, under the contract, is to begin on March 1st, a brighter area will dawn, not only for Seattle, but for the neighboring cities and for the whole Puget Sound Country, for its good effects cannot but extend over a wider area than the immediate scene of operation. Its completion will provide our hilly city with an ideal area for manufactories, warehouses and other enterprises which need a large level space, adjacent to means of transportation by rail and water; it will open to ocean-going ships the Duwamish waterways and the great fresh water harbor of Lake Washington, and will conduct along the whole existing line of wharves a stream of fresh water which will check the ravages of the teredo; it will furnish abundant room for railroad terminals, so that all roads, present and future, can have all the facilities they require; it will put Seattle in the front rank among the great ports of the United States and among manufacturing cities.

"Our visitors from St. Louis are welcome for their own sakes, as well as for the good results expected from their visit, and it is hoped they will bind their city to Seattle by bonds of mutual interest which time will only strengthen."

The Argument of Seattle's Future.

On this coast, either at San Francisco or on Puget Sound, is to be located the New York of the Pacific Coast. The question is, where will this great manufacturing, maritime and commercial center be? We believe that Seattle, if proper enterprise is shown, and if her citizens reach out and take advantage of the natural resources which surround her on all sides, will win the race, and that they will be able to rear, on the shores of Elliott Bay and the borders of Lake Washington, not only the largest City on the Pacific Coast, but one that may yet rival New York in wealth, enterprise and population. One of the main reasons for this expected growth is her splendid maritime facilities, which, though already great, must be reinforced so that they may be better than can be offered by other aspiring seaport towns. Cities are like individual mercantile establishments, and the one offering the best inducements to customers secures the most trade. Seattle must be prepared to make it more to the advantage of the handlers of traffic, by rail and by water, to have this City and port for their headquarters, and make it one of the biggest stations on one of the leading highways of the world's trade, so that the larger portion of the goods consigned from the Orient to the East and to Europe and from the East and Europe to the Orient may pass from ship to train, and from train to ship, within the corporate limits of this City.

The development of the trans-Pacific trade within the last two decades has been large. With the growing demand in the Orient for the products of the Occident; the enlarged opportunities for traffic and enterprise resulting from the completion of the trans-Siberian railway; the augmentation of the trade occasioned by the conquest of the Philippines by the United States; the increase in the population and importance of Alaska, owing to the exploitation of the mineral resources, and many other factors, it is evident that the commerce on the Pacific is destined, before many years, to be even greater than that which is now carried on over the stormy bosom of the Atlantic. The traffic, which is already enormous, is growing faster than first-class facilities for handling it have been provided.

Seattle's Present Handicap.

One of the chief handicaps at Seattle is the lack of wharfage and the cost of maintaining wharves in salt water, owing to the quick destruction of the supporting piles, due to the attacks of the teredo. The same is true of other ports on the Sound.

Remedy for the Handicap.

As a remedy for this, fresh water waterways, protected from the fury of the winds, and where the teredo is powerless to carry on his work of destruction, and a large inland fresh water harbor, should be secured, and they are provided for in the plans of the Seattle & Lake Washington Waterway Company. Once Seattle is supplied with these betterments to her present facilities, nothing would stand in the way of her commercial supremacy, or prevent her from becoming the premier entrepot of the western portion of the United States.

The Remedy Being Applied by the Waterway Company.

For nearly a decade the Seattle & Lake Washington Waterway Company has been endeavoring to provide these much needed facilities and betterments for the City of Seattle. The Waterway Company has shown its faith by its work, which has already begun to assume form and proportion.

The work which has been in progress involves the excavation of two waterways about a mile long and 1,000 feet wide, from deep water through the tide flats of Elliott Bay, as shown on all official maps of the City; two Duwamish waterways 400 feet wide, connecting the east and west waterways with the mouth of the west channel of the Duwamish river; a canal waterway about one mile long and 300 feet wide at low water, from the head of the east waterway, through the flats, eastward, to the shore line; a canal, two miles long, through the upland, in a direct line, to Lake Washington, and the filling in, to a level of two feet above extreme high tide, of 1525 acres of tide land with the excavated material.

First Formulation of the Plans.

The general plans for the cutting of the canal, the excavation of the waterways and the using of the material in filling the tide flats were first formulated, in 1890, by Eugene Semple. They were submitted by him to a number of Seattle business men, who approved of them and recommended that they be carried out. Afterwards the plans were submitted to Captain (now Major) Thomas W. Symons, U. S. Engineers, and that distinguished officer, after perfecting them, gave them his authority and approval. Backed and encouraged by such business and engineering endorsements, Mr. Semple resolved to pursue the matter, and as soon as the then pending litigation in regard to the same was determined in favor of the State ownership of all tide lands, he drew a bill, which afterwards became the law of March 9, 1893. (For synopsis of this law see appendix, page 39.

Legislative History of the Act of March 9, 1893.

Copies of the bill were sent to corporations and individuals of the maritime cities of the State, asking them to assist in perfecting it. Very few persons heeding this invitation, however, the matter was brought, verbally, to the notice of a number of persons from the different parts of the State who visited the capital, the main idea meeting most satisfactory commendations from all sides.

As the matter affected the public interests, the Attorney General, Hon. W. C. Jones, and the Commissioner of Public Lands, Hon. W. T. Forrest, were furnished with copies of the bill, and full explanations thereof, by those representing it. Thereafter those officers, as well as the Governor, Hon. J. H. McGraw, kept close track of the measure, and insisted on several amendments, in order to protect the interests of the State and the claimants to tide lands. The bill was introduced in the House by Hon. Will R. White, of King County, early in the session, and was referred to the Committee on Harbors and Waterways, composed of Hon. W. R. Hoole, Hon. A. Woodworth, Hon. W. D. E. Anderson, Hon. Ellis Morrisson and Hon. Will R. White. On being reported back from this Committee with certain amendments and a recommendation that it do pass, it was made a special order and

passed the House by nearly a two-third vote. The Senate afterwards passed the bill without amendment, only two votes being cast against it.

Governor John H. McGraw then signed the bill and it became a law of the State.

The bill was in charge, in the house, of Hon. L. C. Gilman of King County, and in the Senate, of Hon. W. R. Forrest, of King County, both of whom ranked among the ablest, most industrious, and careful members of the session. The bill was printed three different times, was very widely discussed, and was considered as a great public measure by virtue of which the State's tide lands in front of the maritime cities were to be made to improve the harbors of those cities for the benefit of their citizens and the citizens of the State at large.

History of the Contract Between the State and the Waterway Company.

The bill having become a law, it was in the power of any citizen of the State to apply for a contract under it, and, at the proper time, Eugene Semple, of Seattle, applied for a contract at that City.

All persons interested had notice of this application through an advertisement, signed by the Commissioner of Public Lands, and printed daily for thirty days in a Seattle newspaper. In this advertisement the Commissioner fixed a day for hearing the application and requested all interested parties to appear at that time and state any objections they might have. At the hearing several parties and corporations appeared from Seattle and Tacoma to support objections which they had previously filed in writing, and after hearing arguments of counsel on both sides, the Commissioner overruled the objections, and announced that he was ready to enter into contracts for the improvement of the harbor of Seattle and for the construction of the canal to connect Elliott Bay with Lake Washington.

Governor McGraw desired additional time to consider the matter, however, and the contracts remained in abeyance from October 16, 1893, to October 27, 1894. During this time His Excellency made exhaustive inquiries in regard to the

proposition, consulting engineers and lawyers and giving all who desired an opportunity to be heard on every phase of the question, as it effected both public and private interests. He consulted prospective purchasers of the tide lands, not only as to the policy of the law, but as to the time to be fixed and the price to be named in the contracts.

In the meantime the validity of the law under which the contracts were proposed to be made having been questioned in the courts by certain tide land claimants, the Supreme Court of the State had upheld the law in every respect, and so the chief executive was supported by the highest legal authority in his conclusions.

First Struggle to Gain Attention for the Project.

While Governor McGraw had the measure under consideration, the project was presented to a number of the most prominent business men of Seattle, and their co-operation asked, but it was not until Mr. Andrew Hemrich, now a State Senator, President of the Seattle Brewing & Malting Company, was met, that much progress was made. Mr. Hemrich at once saw the feasibility of the project, and the great benefit which would inure to Seattle through its completion, and from that time until the present he has devoted his money and business abilities to carrying it out.

Organization of the Seattle & Lake Washington Waterway Company.

Through the efforts of Hon. Andrew Hemrich, Hon. D. E. Durie, Hon. D. A. McKenzie, Julius F. Hale, Esq., and others, the Seattle & Lake Washington Waterway Company, on June 22, 1894, was organized with the following named incorporators: Messrs. Elisha P. Ferry, Eugene Semple, David E. Durie, Andrew Hemrich, Julius F. Hale, Edward F. Sweeney, Albro Gardner, James B. Metcalfe, George Fowler, John G. Scurry, Albert D. Eshelman, George W. Young, Griffith Davies, D. A. McKenzie, Edward F. Wittler, Charles Armstrong, Myer Gottstein, U. R. Niesz, Charles H. Frye and Thomas E. Jones. Thus one of the most important enterprises ever launched in the State had its beginning.

Ex-Governor Elisha P. Ferry, a man of great patriotism and wonderful executive ability, was elected President of the corporation and held the office until his health compelled him to resign.

Governor Ferry had, after his retirement from the governorship of the State, been repeatedly importuned to connect himself with various enterprises of importance, and had steadfastly refused, but in this case, considering the enterprise to be of vast moment to Seattle and the State of Washington, he patriotically made an exception, telling the trustees that he was anxious to do all in his power to advance the interests of a company undertaking such a beneficial work, and one that would redound so much to the interest of the commonwealth.

Great Pains Taken by Governor McGraw to Protect Both Public and Private Interests.

After the organization of the company had been completed, Governor McGraw, who fully recognized the importance of the purpose for which it had been formed, and watchful of the interests of the people, required it to demonstrate, in a manner satisfactory to him, the feasibility of financing the project. Accordingly Vice-President Semple was sent east, visiting St. Louis, Chicago, New York and Washington City, and returned with letters from Hon. John W. Thompson, president of the Metropolitan National Bank of Washington, and from Henry Semple Ames and Edgar Ames, capitalists of St. Louis, stating that the securities described would be, in their opinion, considered desirable by conservative investors and that the project could be financed. The Messrs. Ames, in conjunction with George M. Paschall, afterwards demonstrated the correctness of their opinion by doing what they had said could be done, and they have since proven themselves very valuable factors in the company.

In addition to this, the Governor insisted that competent engineering authority, on the practicability and feasibility of the work, should be produced. In response to this, the company furnished him with the written opinion of Captain Thomas W. Symons of the U. S. Engineers, who had thoroughly investigated the project a year previously. This

opinion, coming from so high and so competent a source, was published far and wide and gave the scheme a prominent standing at once in the engineering world.

The Governor, determined to leave nothing undone that should be done, required that the consent of a majority of those claiming preference right of purchase to the tide-lands described in the contract should be obtained. This was done and the letter to the Governor, containing their assent, will be found in the appendix, page 39.

Upon compliance by the company with the last condition, the Governor, being fully assured that no reason, founded either on public or private interests, existed for further delay, and after consulting with the Attorney General and amending the contracts in several particulars, affixed his signature to them.

First Effort at Financing.

Then it was that the company sent a party, composed of Eugene Semple, D. E. Durie and J. F. Hale, to St. Louis to look after the finances, and they, through Henry Semple Ames and George M. Paschall, soon made a preliminary contract with the Mississippi Valley Trust Company for the loan of \$250,000 for the purpose of inaugurating the work, conditioned that a committee of the Trust Company, accompanied by their own engineer and attorney, should visit Seattle, at the expense of the Waterway Company, and fully investigate the matter.

Committee of Mississippi Valley Trust Company Visits Seattle and Is Entertained by Chamber of Commerce.

This committee, composed of the President of the Mississippi Valley Trust Company (Julius S. Walsh), Judge Boyle, attorney for the Trust Company, Colonel Henry Flad, civil engineer for the Trust Company, and several of the directors of the Trust Company, was royally received by the business men of Seattle; was sent on excursions, and finally given a banquet at the Rainier Club by the leading bankers of the City, at which toasts to St. Louis and Seattle, and the success of the enterprise in which the visitors proposed to invest their money were given amid vociferous applause and great enthusiasm.

To show their appreciation of the good offices of the Chamber of Commerce, the Trustees of the Waterway Company passed the following resolutions:

Resolved, That the hearty thanks of this Company be tendered to the Chamber of Commerce for its prompt and efficient action in taking charge of the entertainment of the party of St. Louis capitalists who visited Seattle recently on the invitation of the Seattle and Lake Washington Waterway Company for the purpose of inspecting the improvements in the harbor of Seattle which have been undertaken by this Company under its contracts with the State of Washington.

Committee Reports Favorably and Trust Company Agrees to Furnish Funds.

The Trust Company, on the return of its representatives to St. Louis, after getting favorable reports in regard to the canal project from its engineer, and in regard to the law from its attorney, notified the Waterway Company that it was ready to advance money for the work upon compliance with certain conditions, one of which was that the citizens of Seattle should raise a subsidy of half a million dollars.

Raising the Subsidy of Half a Million Dollars.

The subsidy was raised, in a remarkably short time, by a committee of citizens, of which E. O. Graves, Jacob Furth, W. D. Wood, I. A. Nadeau, C. J. Smith, F. D. Black and S. L. Crawford were members. (See appendix, page 44, for list of subscribers to subsidy.)

At the opening of the campaign for the subsidy, over 4,000 people assembled at the Armory. E. O. Graves, President of the Chamber of Commerce, called the meeting to order, and E. C. Hughes, Esq., now President of the **Post-Intelligencer Company**, was elected chairman. Speeches were made by Judge C. H. Hanford, E. C. Hughes, Judge Wm. H. White, Judge Orange Jacobs, Mayor Phelps and many others. The subsidy, amid great enthusiasm, was started by contributions made on the spot amounting to over \$100,000. It was a great manifestation of the Seattle spirit which has changed the virgin forest in a few years into a city of 100,000 population, which in point of material prosperity, in the enterprise

of its citizens, in its ability to handle large and small enterprises, can compare with any place of like size in the world.

During the subsidy campaign, in order that everyone might fully understand the situation, many hundred copies of the law and contracts were printed and distributed. A large number of public-spirited gentlemen devoted their time, without charge, to the raising of the subsidy, and the daily papers, especially the **Post-Intelligencer** and the **Evening Times**, printed all the news of the campaign from day to day, under large display headings and in prominent position, coupled with editorials indorsing the project in most enthusiastic terms. These articles were republished all over the United States and brought Seattle into such prominence that it was said, at the time, that the advertisement the city was getting was worth the face of the subsidy. Altogether 2,486 of the most prominent business men of Seattle, including the management of all the banks, subscribed \$549,923 and gave their notes therefor, conditioned to be paid when the entire comprehensive project had been executed and a ship taken into the lake. (For form of note, see appendix, page 43.)

Committee of Prominent Citizens Appraise Subsidy.

When the subsidy had been raised, a committee, of which Jacob Furth, President of the Puget Sound National Bank, was chairman, and Wm. D. Wood, A. P. Mitten, S. L. Crawford and D. E. Durie, members, was appointed to appraise it. After devoting several days to carefully going over the list, the committee reported that they had made an aggregate deduction of \$37,380.50, leaving a net total of \$511,542.50, and that in the judgment of the members the subsidy is safely worth \$511,542.50. For report of this committee, see appendix, page 43.

Inauguration of the Work.

The Mississippi Valley Trust Company supplied funds, Mr. Edgar Ames and Mr. George M. Paschall, as representatives of the said company, moved to Seattle and the work was inaugurated, with great eclat, July 29, 1895, many thousands of citizens turning out to witness the beginning of operations by the dredger *Anaconda*.

The then President of the Company, Mr. Semple, in his speech on that occasion, said, amongst other things:

“The most gratifying thing that any man can do is to give to his friends what they most desire, or to be instrumental in carrying out the favorite plan of his neighbors.

“The idea of a canal, that would enable great ships to enter and anchor in the safe confines of Lake Washington, has affected every man, woman and child of Seattle alike, at every stage of their progress and at every time of their life.

“It runs conspicuously through the history of this community like a silver ribbon in the warp of a fabric, beginning with the first and ending with the last thread of the woof.

“It is the pleasant and grateful task of the officers of this company, to at this time start the work which will end, within a reasonable time, in a realization of the long dream of Seattle. And when it is finished the people of Seattle can point to it with pride and say that they did it themselves. For this project has been evolved by Seattle men, financed on Seattle credit, and the people themselves, more than 2,000 strong, are on the lists of the subsidy.”

The above sentiments were vociferously applauded by the 6,000 enthusiastic lovers of Seattle who were in attendance.

The Waterway Company Keeps Good Faith.

The Waterway Company has gone on with the work, is now engaged in building the canal and in filling the tide flats, and is keeping perfect faith with the people of this City. There has been powerful opposition, but it has failed to destroy the work, which is proceeding steadily, and which gives the assurance to the public that within a reasonable period deep water vessels, as well as those of smaller craft, will be passing from Elliott Bay into Lake Washington via the South Canal.

The action of the people of Seattle in raising the subsidy and in so heartily seconding the efforts of the Waterway Company shows that they voluntarily stamped its ends and aims with their approval, which was in the nature of a compact to the effect that the Waterway Company could unhesitatingly go on with the work without fear of being interfered with by a rival project. It was considered as binding as a

contract which had been signed, sealed and delivered. The Waterway Company certainly regarded the matter in that light, and so did the corporations which have been, and are, furnishing capital to carry out the work. It is reasonable to suppose that the subscribers to the subsidy also considered it in the same light.

World-Wide Notoriety Given to Seattle on Account of the Subsidy.

The auspicious beginning of an important enterprise was telegraphed to the Associated Press and widely commented upon, and as a consequence of this, the progress of the work was reported, with illustrations and diagrams, in the engineering journals of the world, thus attracting continued attention to the City of Seattle.

Legal Complications Cause Temporary Suspension of Work.

The work was continued, as shown by the official report of the President of the Waterway Company to the Commissioner of Public Lands, printed with the report of that officer for the year 1898.

Legal complications then caused a cessation of the work, certain tide land claimants refusing to pay the installment on their fills and compelling the Waterway Company to resort to the courts. The litigation consumed a long time, but was finally decided in favor of the contention of the Waterway Company, at every point, by the Supreme Court of Washington.

Reorganiaztion of the Company's Financial Scheme.

Upon the decision being announced, the Waterway Company immediately began the reorganization of its financial scheme. In this it has been most successful and now has at its disposal the sum of \$4,000,000 for the continuation of harbor improvements in the City of Seattle, and for the construction of a ship canal to connect the existing harbor with Lake Washington. Three millions of this sum is to be furnished by Morris & Whitehead, bankers, of Philadelphia, and about one million by the Great Northern and Northern Pacific Railway Companies.

The re-financing of the Waterway Company was due to the ability and influence in financial circles, of Hon. Will H. Parry. That gentleman, after an exhaustive examination into the plans of the South Canal, concluded, as Governor Ferry had done, that they promised so much for Seattle they deserved the support of the friends of the City and so he took up the matter of obtaining further funds for the prosecution of the work. He was eminently successful in his efforts and the financiers who took up the matter had such confidence in his judgment that they treated with contempt the strenuous efforts that were made by the opponents of the project to discourage them.

Plans Approved by Both Federal and State Governments.

The plans of Major Symons have been formally approved, and the work authorized to proceed by both the State and Federal Governments. (See order of Secretary of War, appendix, page 40.

It will be observed from the foregoing that the project has at all times since its inception been under the full glare of public observation, and the work has been done under the closest official scrutiny. The State has always been represented in the field by its own engineer, and his work, with that of the engineer of the Waterway Company, has had to pass the inspection of the State Engineer at Olympia. This system of superintendence and inspection was established under the administration of Governor McGraw and has been strictly followed by subsequent administrations.

The State has always employed able engineers to represent its interests in this matter.

Commissioner Forest appointed Wendell N. Chase, C. E., Commissioner Bridges appointed Geo. F. Cotterill, C. E., and the gentleman in charge of the work at present, under Commissioner Callvert, is M. L. Stangroom, C. and M. E., an engineer of national reputation.

Statement of Official Approvals and Court Decisions.

The Supreme Court of Washington has passed favorably upon various questions arising at different times to affect this great work.

Governor Hon. John H. McGraw used extraordinary diligence in weighing every phase of the matter, both from a legal and economic standpoint.

The Commissioner of Public Lands, Hon. W. T. Forrest, had all the objections that could be evolved from fertile legal minds presented and argued before him by learned counsel, representing several powerful corporations.

Judge Boyle, the great bond lawyer of St. Louis, examined all of the same questions in behalf of the Mississippi Valley Trust Company.

Judge Dillon, of New York, the leading bond lawyer of the United States, has recently examined the same questions, as well as those arising from the mode and manner of recent extensions of time on contracts.

All of these eminent and able authorities unite in declaring that the legal objections urged to the progress of this great public work are untenable.

The State of Washington Extends Time on the Contracts.

The more recent history of this important enterprise is shown in the record made by Hon. Robert Bridges, late Commissioner of Public Lands, who followed the example of the constitutional convention, the legislature, the Supreme Court, and his predecessor in office, in upholding and defending what Judge Hoyt, of the Supreme Court, in *Yesler vs. Harbor Line Commission*, denominated the "Great State Policy" of harbor improvement and control, settled upon by the people at the time of the creation of the State of Washington, and fixed and fortified in the constitution.

Commissioner Bridges, on being petitioned by the Waterway Company for an extension of time for eight years, required the company to account for every day of time since the signing of its contracts; to explain the causes of delay; to report exactly as to what had been accomplished; and to demonstrate its financial ability to carry on the gigantic task that it had undertaken. Then he consulted Hon. Thomas Vance, Assistant Attorney-General, as to his powers in the premises, and upon receiving assurance from the highest law officer of the state that the power of extending the time was entirely and exclusively within the discretion and jurisdiction of the

Commissioner of Public Lands, to be exercised without notice to any one but the parties to the contracts, he extended the time for four years, just half the time considered necessary by the Waterway Company, saying that the state should have command of the situation. To this the Waterway Company replied, as it had answered to Land Commissioner Forrest, that it had no objection to the state commanding the situation; that it was perfectly willing to trust its affairs to the honor and sense of fair play of any administration representing the people of the State of Washington.

Present Progress of the Work Is Under Daily Observation of the People.

The progress that has since been made has come under the daily observation of the people of Seattle, who have seen with their own eyes the growth of the filled area in the tide lands, the extension of the waterways, the inauguration of the sluicing out of the canal and the rapid building-up of manufacturing establishments on the newly made tide lands. **On this land will be founded the major portion of the manufacturing industries of the city, and these will be of great benefit and will play an important part in making this city the metropolis of the Pacific Coast.** There, also, will be found the great ship yard of Moran Bros. Co., where numbers of steel and wooden ships have been built in the past, and where the battleship Nebraska is now on the stocks. There, also, will be found two large flouring mills that furnish much of the freight for the Oriental liners running hence to Japan and China. Were it not for the filled tide lands the flouring mills would have gone elsewhere, and possibly the great ship yard might have been compelled to move away. Then, just now, the Great Northern R. R. Co. is about to commence the construction of a tunnel under the city to bring its trains from the north to the tide lands on the south, where, only, is it possible to find level lands for depots and terminal facilities where ships and trains can meet on a common level.

South Canal the Logical Outcome of the Situation at Seattle.

The providing of waterways and the building of the canal across the southern end of the city is a logical outcome of the

situation as it has crystallized after nearly half a century since the city was founded. It locates the shipping in a portion of the harbor where it is close to the leading business houses and immediately adjacent to the manufacturing districts. The raw products for the factories can be brought by water to the doors of the several establishments, thus saving expensive haulage which would result were they located at a distance from the water. This would be the condition were it not for the fact that the land has been made, and is being made, and is available, and is being rapidly utilized for the purpose. It was Dean Swift who declared that one of the greatest benefactors of mankind is he who makes two blades of grass grow where only one grew before. The Waterway Company feels that it, too, is benefiting mankind by making solid and substantial land where formerly there was water, the rising and falling of the tides, and occasionally bare and unsightly mud flats, which were a menace to the health of the dwellers on the adjacent dry lands.

Natural Expansion of City Provided for by South Canal.

With ships protected from the fury of the storms in the placid waterways, with an easy and short route into Lake Washington, where ships could lie in security as long as it was necessary for them to do so, in water which would be free from barnacles and other foulness which attaches itself to hulls when anchored in salt water; with every convenience and facility for shipping provided, the business and commercial center would remain largely where it is, with, of course, the usual expansion from a common centre which would result as a natural outcome of the growth of the city. The growth would be natural and along legitimate and natural lines, and in time the increase in the value of realty would equal the expectation of those who have shown their faith in Seattle by investing their money in real estate. This is as it should be and as it will be when the South Canal is completed.

Great Advantages of South Canal.

Mark the many advantages in favor of the South Canal. The distance between the Northern Pacific dock and Lake

Washington via the South Canal is 4.9 miles of inside, and therefore smooth water. From inside the first lock to deep water in Lake Washington the distance is two miles. There would be no complications in the South Canal and the trip could easily be made in an hour and a half. At no stage of the journey would there be any danger of grounding or chance of detention from any other cause.

The defense of the South Canal would necessarily be provided for in any system of fortifications for the City of Seattle. This consideration is a very important one. The canal now in course of construction by the Waterway Company cannot be seen from the decks of an enemy's vessel until she has passed the defences proposed for Magnolia Bluff. In order to be able to reach this canal with her guns, an enemy's vessel must be in a position where she would be exposed to the concentrated fire of batteries on Duwamish Head, Alki Point, Magnolia Bluff and Bainbridge Island. The South Canal is almost at right angles with the range of vision and fire from any part of the open water of Puget Sound.

Advantages to Duwamish Valley and Squak Slough.

The construction of the South Canal will necessarily prove a great benefit to the navigation of the Duwamish River, a navigable stream which will empty into the canal, by allowing a free outlet to its waters, which are now obstructed by bars formed in their passage over the tide flats to the bay, and will also prevent the disastrous overflows which occur each spring in the fertile valley of this river. The plans include taking care of all the surplus waters, including those of Cedar River, through spillways of the canal, so as to maintain Lake Washington constantly at its summer level. This would prevent the overflow of the low lands along Squak Slough and the borders of the Lake.

Attacks on Bona Fides of Waterway Company.

Interested parties have, from the inception of the enterprise, attacked the Waterway Company by inuendo, declaring that their intention was not to carry out their plans as outlined. This misrepresentation has been so persistent that not

a few have doubts as to the bona fides of the Company. Among the misrepresentations are the following:

They have said that the Waterway^{company} did not intend to dig the canal through the hills, but only to fill up a portion of the tide flats.

Reasons Why the Canal Will Be Built Into Lake Washington.

Concerning the intention of the company to excavate a ship canal through the hills to the lake, it was the main idea upon which the Seattle and Lake Washington Waterway Company was organized and which determined its name. It was the main idea upon which the project was financed, and it was made an indispensable requisite by the Mississippi Valley Trust Company, that first undertook the sale of the company's bonds, and also by Morris & Whitehead, Bankers, who now handle these bonds. Those who desire visual evidence of the true intention of the company should visit the canal right-of-way and watch the actual progress that is being made in the way of sluicing out the canal through the first hill. The general plan is to construct bulkhead lines and fill in with dredgers a limited territory behind the same, thus constituting practically impregnable restraining works and creating a large interior settling basin which is to be filled from the hill section. All of these operations are now in progress. Another reason why the canal will be built is that every yard of earth that must be moved in the construction of the canal proper is needed to fill the tide lands at the head of Elliott Bay. It will also be constructed because it will be valuable property when completed.

Great Railway Companies Support the South Canal.

Another proof of the full intention of the company to build the canal, if it is needed, is found in the fact that the Great Northern and the Northern Pacific Railway Companies are allies of the Waterway Company, having decided in its favor on its merits, and have "pledged their good faith to in all cases use their best endeavors and efforts to promote and advance the construction and completion of the system of waterways and canals, and the reclamation of tide lands at Seattle, as now proposed by said Waterway Company, including the

South ship canal into Lake Washington." Such an array of proof as to the intention of the company to build the ship canal should be sufficient to convince the most skeptical.

In connection with the negotiations which resulted in the establishment of a community of interest with the great railway companies having terminals at Seattle, the Waterway Company desires to here recognize the valuable diplomatic services of Clinton W. Howard, Esq., of the Whatcom bar.

Effect of Waterway on Navigation of Duwamish River and in Preventing Overflows.

The result of the making of a deep channel by the dredgers from the deep waters in the bay across the tide flats, to a point where the Duwamish River is confined between high banks, will be as stated in Captain Symon's report, to establish a new regimen for the river, as far up stream as the soft material extends. At present where the river is confined between high banks it is narrow and deep, but where it debouches on the mud flats it is wide and very shallow, the mud flats constituting a dam which, if cut away, as it will be when the east waterway is excavated through the flats, the river will deepen its channel above and the lower valley of the Duwamish will be, to a very great extent, immediately relieved. That relief will be complete when the canal is cut through the hills and Cedar River is made to flow permanently into Lake Washington and through spillways of the canal, thus doing away with it as a freshet factor in the Duwamish River valley. Squak Slough lands will be redeemed because it is proposed to maintain the lake at summer level by means of the spillways.

Indorsements of South Canal by Distinguished Engineers.

The statement that there has never been any indorsement of this project by distinguished engineers is entirely without foundation in fact. The matter of the canal through the hills was thoroughly investigated by Captain Thomas W. Symons, of the United States Engineer Corps, whose whole official career has been in connection with the improvement of waterways and the construction and study of canals. He made the most searching investigation into the project before

it had attracted any public attention whatever. He observed the general stratification of the country as indicated by outcroppings on Puget Sound at many points from Olympia to Port Townsend. He examined the local strata, exposed by erosion in two directions parallel with the course of the proposed canal, in four directions across its alignment, and the exposures made by the tunnel and air shafts of the South Seattle sewer tunnel, which is a very little more than 1,000 feet north of the canal. He also examined wells and foundations in the district, including an artesian well that had been sunk by the Seattle Brewing & Malting Co. close to the bay outlet of the hill section. In addition to this, a boring was made at his request on the center line of the canal from very nearly the highest point of the hill to below the level of the bottom of the canal prism. All of these explorations pointed to the conclusion that the strata to be encountered would stand on an average slope of 1 to 1, and that there was no rock in place.

Col. Henry Flad, of the Mississippi River Commission, one of the most celebrated engineers in the United States, a veteran engineer, and therefore extremely conservative and cautious in his statements and conclusions, was brought to Seattle by the St. Louis syndicate which first financed the company, as their expert. His report was in favor of the feasibility of the project, and he repeatedly stated that the engineering project, in its entirety, was one of the most attractive and alluring he had ever encountered in his professional career. When Col. Flad was here, he, in company with Captain Symons, devoted his entire time to personal explorations of the locality. Thus, the principal argument urged against the South Canal by its opponents, the height of the cut through Beacon Hill, evidently has no weight with eminent engineers who are familiar with similar works in other parts of the world.

If strata of a refractory nature be encountered, modern engineering science understands how to deal with them. The slopes of the canal, when once established, will be taken care of, the same as all the other parts of the canal, so that the damage which people have been made to think will occur from erosion, by seepage and surface water, will be prevented.

Value of Tide Lands to Be Filled.

Another objection of the opponents of the South Canal has been that the tide lands will not be worth what it will cost to fill them up, and will not be needed for fifty years. That these lands will possess such value was positively stated by C. T. Conover, for Crawford & Conover; Robert Moran, Wm. D. Wood, J. W. George and Ellis Morrison, who gave their written opinion on that question for insertion in the prospectus of the company. The ability of these gentlemen to pass judgment in the premises was certified to by F. R. Van Tuyl, Cashier of Dexter Horton & Co.; R. R. Spencer, Cashier of the National Bank of Commerce; John G. Hooker, Cashier of the Seattle National Bank; W. R. Ballard, President Seattle Savings Bank; John Y. Ostrander, President Commercial National Bank; E. B. Downing, Secretary Guarantee Loan & Trust Company; Jacob Furth, President Puget Sound National Bank; E. O. Graves, President Washington National Bank; Lester Turner, Cashier First National Bank; A. Chilberg, President Scandinavian-American Bank, and R. Lee Barnes, Manager Bank of British Columbia—all for insertion in the prospectus of the Waterway Company. The judgment of the above named gentlemen, exercised in 1894, has been proven by time, as can be seen by looking over the records of cash transactions in tide lands published in the daily papers of Seattle.

As to the fact of these lands being needed for the purposes of the city, it is only necessary to state that there is such a scarcity of level land in the City of Seattle that nearly every available lot of such land, on water level, is now occupied with the business houses of a population of 100,000, and the City is crowding over the water front in perishable wooden structures. If the City is to increase in size and importance, as her citizens expect, the land that will be made by the operations of the Seattle and Lake Washington Waterway Company, and more too, will be needed to transact its business. Then, too, the ship canal will give the city two water fronts, one on Elliott Bay and the other on Lake Washington, both of which will be required for the commerce of this City.

Situation at Seattle the Same as It Was at San Francisco.

The situation here is the same as it was in San Francisco. There the original town was built on hills, and when the growth of the place demanded additional level ground upon which to transact the heavy business of the country, the hills were torn down and the material used to fill up the tide flats, exactly on the same plan, and on even a larger scale, than is contemplated in the plans of the Waterway Company. It is a well known fact that business will not go up hill, and if no level land could be provided in Seattle business would seek level ground at some other point.

Cost of Average Fill Less Than That of a Wharf.

The cost of filling these lands above high tide with solid material is less than the average cost of constructing wharves. The lessening in the cost of insurance, too, is almost equal to the interest on the cost of the fill. See appendix, page 65, for comparison of wharves and fills.

The East India Trade.

The East India trade has enriched every nation that has controlled it from the earliest ages to the present time.

Of the importance of this trade to the United States it is not necessary for us to say much because the whole subject has been gone over, many times recently, by Mr. James J. Hill, than whom no other man in the world is more competent to speak.

But it is not alone of the national importance of the East India trade that we wish to speak, but of its importance to the State of Washington and the City of Seattle.

While the great railway managers are preparing to bring the East India trade to the Coast of the United States, we of Seattle are, besides being interested in the general proposition, also interested in the particular part of the Coast where the traffic must change from ship to cars.

This interchange will occur where the best facilities are offered, and the facilities provided at Seattle, in the project of the Seattle & Lake Washington Waterway Company, are so superior that they cannot be even approached at any other place.

The execution of those plans is now in progress and they will fix the site of the great city of the Pacific Coast on Elliott Bay.

Summary.

We have shown in the foregoing the necessity for the canal to connect Lake Washington with tide water.

That the people of Seattle had for years fruitlessly petitioned Congress to undertake the work and at last had given up hope of government aid and were resolved to build the canal themselves.

That at that juncture the Seattle and Lake Washington Waterway Company appeared on the scene with a feasible proposition that was adopted by the citizens of Seattle, as evidenced by expressions of public meetings, by newspaper utterances, and by a subsidy list containing the names of over two thousand of the leading business men of the City, including all the banks.

That the Seattle & Lake Washington Waterway Company's project had been under close official scrutiny from the introduction of the bill in the Legislature up to the present time.

That the first president of the Company was Elisha P. Ferry, who held at the time the proud position, by common consent, of first citizen of the State.

That the project not only proposes to give to Seattle a canal into the lake, but, what is of more importance, level land upon which to build her factories, warehouses and railway terminals.

That the level land cannot be created except by digging the canal, the earth from the hill all being needed in the fill.

That the work is being done by authority of both the State and general governments, and under the supervision of both State and general government engineers.

That the wide notoriety given Seattle during the Subsidy Campaign was said to be worth, as an advertisement, the full amount of the Subsidy, in cash.

That we have secured four millions of outside capital to be brought here and expended for labor and materials in executing our plans.

That this sum is sufficient to carry out our plans, including the canal to the lake.

That we freely consented that the State should always hold command of the situation so as to insure diligence on our part.

That without the filled lands there would be no place at Seattle for manufactories or railway terminals, and that commerce and manufacturers would be compelled to go elsewhere unless level land was supplied here.

That our works would render the Duwamish River navigable at all stages of tide.

That our work would save the low lands of the Duwamish valley, Squak Slough and the borders of the lake, from overflow.

That the work being done here was just the same in character, and about the same in amount, as that done at Boston and San Francisco.

That the project had been indorsed by eminent engineers by Governors, by Commissioners of Public Lands, by the Supreme Court, by the Legislature, and by the managements of the two greatest railway systems in the West.

That the cost of the solid fill is less than the cost of the temporary structures of piles and planks ordinarily used to support buildings over the water.

And finally, that "this gigantic and beneficial work will be accomplished without any tax on existing properties."

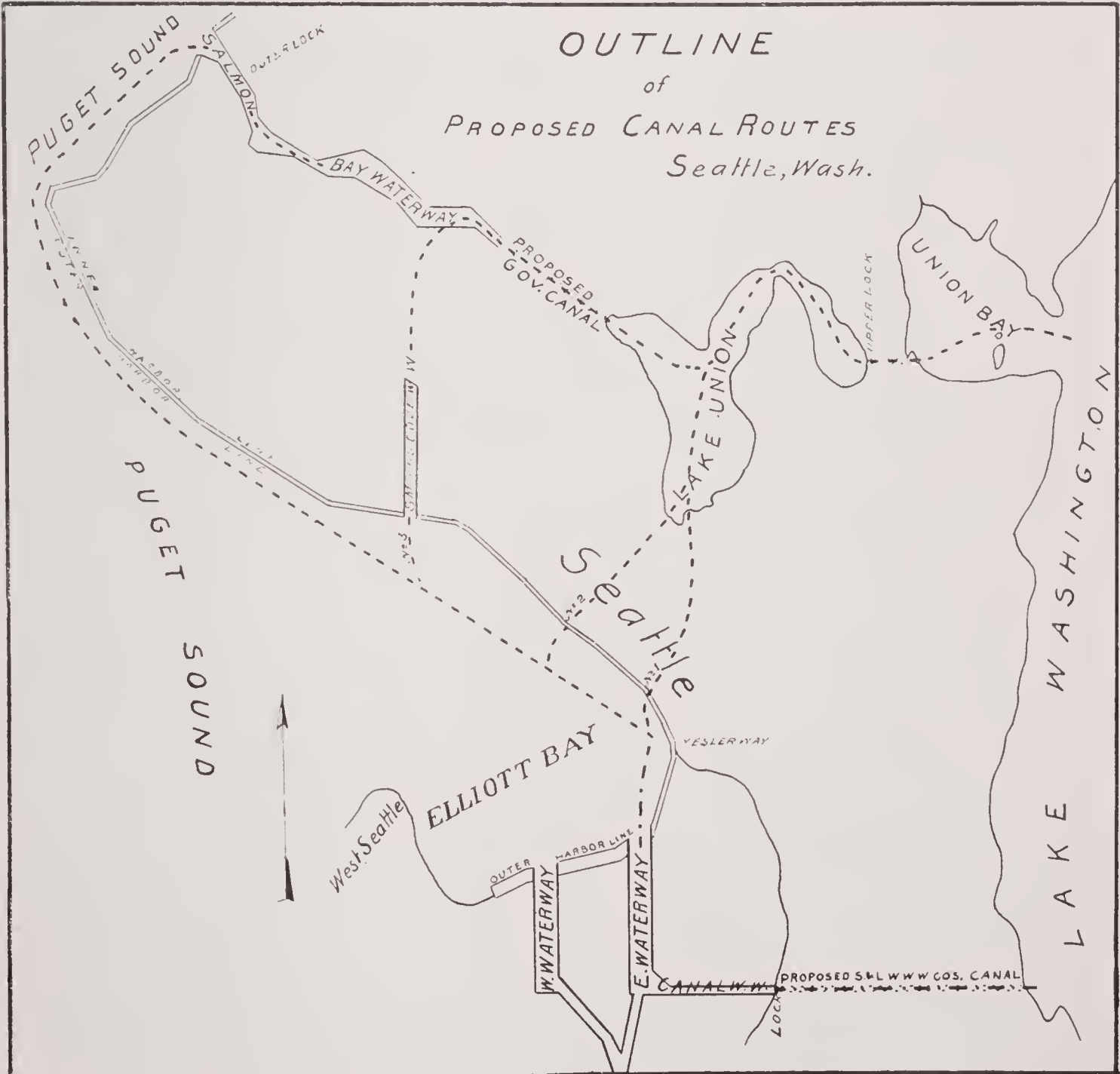
On this showing we ask the calm judgment of the people of the State of Washington and the people of the City of Seattle.

SEATTLE & LAKE WASHINGTON WATERWAY CO

APPENDIX

Different Routes for the Canal.

Since the question was first agitated five different routes have been proposed for a canal connecting Lakes Union and Washington with tide water. These are all shown on the map which appears on page 31.



The main object seems always to have been to connect the existing harbor with the lakes by the shortest route.

The first route proposed was via Union Bay, Lake Union and a canal across the divide at Pike and Fourth Streets, marked No. 1 on the map, and the canal would have been in that position if the Government had taken it up when first asked to do so by the people of Seattle.

The land required for right-of-way by this route, owing to the scarcity of level spaces, very soon became indispensable for the growth of the town, and a route was proposed by way of the divide under which the Lake Union sewer tunnel has since been driven.

The land along this alignment, known as the Mercer farm route, and marked No. 2 on the map, also soon became necessary for the growth of the city, and the canal route was changed to Smith's Cove, marked No. 3 on the map.

All these routes made the canal debouch into Seattle Harbor, but for some reason that has never been made to clearly appear, so far as we know, the route was changed to traverse Salmon Bay and debouch into Shilshole Bay, nearly nine miles from the center of Seattle Harbor.

The distances from the foot of Yesler Way to deep water in Lake Washington, via all five routes shown on the map, in the order of their lengths, is as follows:

	Miles.
Seattle & Lake Washington Waterway Company canal..	4.9
Pike Street route, marked No. 1.....	6.5
Mercer Farm route, marked No. 2.....	6.9
Smith's Cove route, marked No. 3.....	10.5
North Canal	16.9

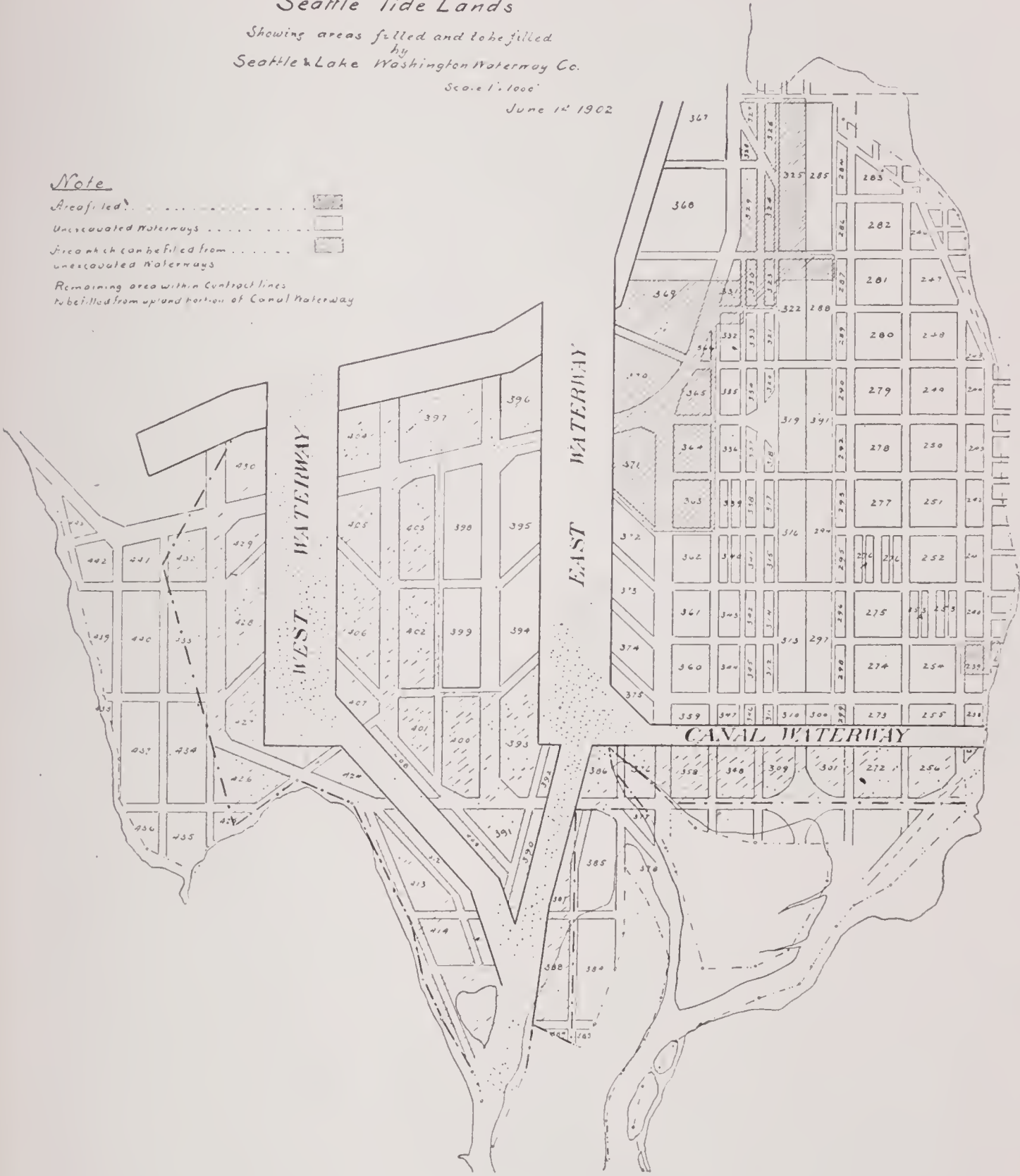
Canal Must Be Dug or Lands Remain Unfilled.

In moving material from the different waterways and embanking it on the tide lands the Company must be governed by the economical haul. That is to say, the material excavated from the waterways must be deposited at the nearest practical point. The success of the enterprise, from a business standpoint, depends on the observance of a general principle in this respect.

By consulting the map herewith, which exhibits the system of waterways with the lands to be filled, it will be seen at a glance, not only that the material in the waterways cannot

MAP
of
Seattle Tide Lands
Showing areas filled and to be filled
by
Seattle & Lake Washington Waterway Co.
Scale 1" = 1000'
June 14, 1902

Note
Area filled
Unexcavated waterways
Area which can be filled from
unexcavated waterways
Remaining area within Contract lines
to be filled from upland portion of Canal Waterway



be economically deposited east of the East waterway, but that all the material in the waterways would not be sufficient to fill that space, even if it were financially possible to carry it there.

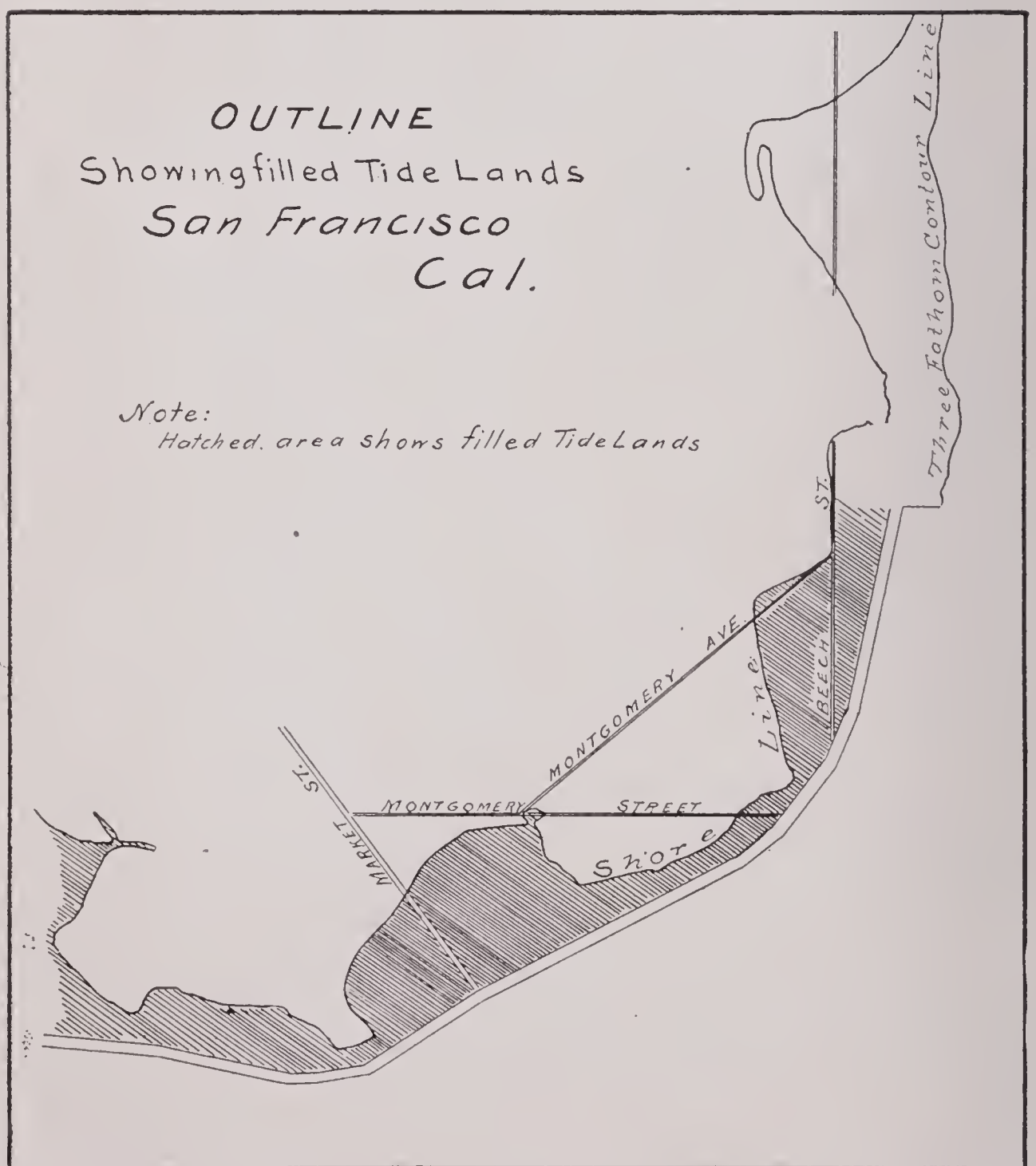
The filling of that large area, including the sites for railway terminals and depots, must, of necessity, therefore, be with material taken from the canal through the hill.

As all the material in the hill will be needed to fill lands that it will pay to fill, it follows that the canal must be dug or the lands remain unfilled.

The filling already done has been in violation of the principle of economical haul for the reason that the rapid growth of Seattle required dry lands at that point and to meet that necessity the Company sacrificed its profits.

Filling done at San Francisco and Boston.

On page 34 of the appendix will be found maps showing parts of the water fronts of Boston and San Francisco,



with areas that have been filled in marked with heavy hatched lines.

At both those cities there was a scarcity of level land for business purposes, just as there is at Seattle, and it was supplied there just as the Seattle and Lake Washington Waterway Company is supplying it here.



Outline Showing Filled Lands at Boston, Mass. Black Shade Shows Fill.

At San Francisco the State of California sold its tide lands, at an early day, for a few hundred dollars an acre, and when it undertook a comprehensive plan for harbor improve-

ments there it had to buy back those same lands at a cost of hundreds of dollars a front foot.

The State of Washington, however, defended the tide lands, which it took by virtue of its sovereignty, and passed a law by which its maritime cities could use them to improve their harbors.

Seattle took advantage of the opportunity, and will have, as a reward for her vigilance, ample level land and the finest harbor in the world.

Report of Minority of Naval Board.

A naval board, of which Captain Thomas Perry, U. S. N., was senior member, and Captain W. T. Burwell, U. S. N.; Lieutenant Commander George H. Peters, U. S. N.; Lieutenant Albert T. Willetts, U. S. N., and Naval Constructor Frank W. Hibbs, U. S. N., as members, and Ensign Henry N. Jensen, U. S. N., as member and recorder, having been appointed by the Secretary of the Navy, April 5, 1901, "for the purpose of considering the question of the location of a fresh water basin on the Pacific Coast in which vessels of the U. S. Navy may be laid up in ordinary," made the necessary investigations and reported its conclusions May 4, 1901.

The majority of the board reported against the use of Lakes Union and Washington, but the minority, consisting of Captain Burwell and Naval Constructor Hibbs, reported in favor of the use of those lakes, giving the preference to Lake Washington as a basin and the South Canal as the best means of access thereto.

We make the following extract from the minority report:

LAKE WASHINGTON PREFERABLE.

Although Lake Union has been several times reported upon favorably by naval men, we are of the opinion that if, as is probable, the approach to Lake Washington is made through a single set of locks, it would be preferable to Lake Union for the following reasons:

It is many times longer, very much deeper, and provides more choice of location for a naval reserve station.

Land will be cheaper and more readily obtained, having practically no obstructions in the way of railroads and city improvements.

As sure as the canal is cut into Lake Union, that sure will the lake, Salmon bay and all the shores thereof be crowded with wharves, railroads, factories, warehouses and shipping, for which they are most admirably adapted. This will not be the case with Lake Washington.

The vast extent of Lake Washington provides an abundance of room for any number of vessels, which can lie freely at anchor, whatever be the extent of the government property ashore. Torpedo boats can exercise under steam without even going outside, and the greatest freedom and the widest opportunity can be had in development.

In fact, this magnificent lake is not comparable with a basin nor even with a river, but is a large, fresh water harbor, the like of which does not exist elsewhere.

Thus, if Lake Washington is approached by a single set of locks, either by the northern canal or by the southern, it will not only possess in a greater degree the advantages of Lake Union, but will be free from some of the disadvantages of the latter.

TWO BEST ROUTES COMPARED.

Of the two routes for canals, described in the board's report, the northern, entering from Shilshole bay, Salmon bay and Lake Union, and the southern, directly from the Seattle water front into Lake Washington, the latter probably has the greater commercial advantages, being the direct door to the Washington coal fields from the Seattle water front and the probable railroad inlet, and about one-third the total length of the former.

It will not, however, in our opinion, be completed by private enterprise, as, although the contract with the state of the Seattle and Lake Washington Waterway Company contemplates the canal, and the land has been condemned and purchased for the route, it will probably not be of sufficient commercial value to insure its completion without government aid.

In connection with this, however, it may be said that active operations for hydraulic cutting in the highland portion of the route are expected to begin at once, under the company's contract.

On the other hand the northern canal will undoubtedly be an accomplished fact; at least as far as Lake Union; and taking it in connection with the large waterway to be formed by the state in Salmon bay, and the unparalleled advantages of the latter and Lake Union for commercial and industrial purposes, this much will be a certain success.

The northern canal now being built by the war department is entirely too small for warships; in fact, it is entirely too small for merchant ships. The southern waterway and canal are of ample proportions for both.

To provide satisfactory access to Lake Washington as a fresh water basin, therefore, there are two ways:

First—Increasing the proportions of the northern canal to double the present width and at least thirty-two feet depth at low water, and to provide for the lowering of Lake Washington to the level of Lake Union, thus making one set of locks into the former from the Sound; all to be done by government aid.

Second—To insure the completion of the southern canal through the upland sections (about two miles) by purchasing the canal of the Seattle and Lake Washington Waterway Company; all the rest of the canal up to the upland portions being completed by the company under their contract with the present dimensions, as described in the letter of the president of the company attached to the report.

SOUTHERN CANAL MOST ADVANTAGEOUS.

Aside from consideration of cost and engineering difficulties, the southern canal would be the most advantageous to the use of Lake Washington as a naval basin, for the following reasons:

First—It is very much shorter into Lake Washington.

Second—Its reaches are perfectly straight and there is but one turn.

Third—It would not necessarily lower the level of Lake Washington.

Fourth—The canal and locks are more susceptible of defense, and are much better protected naturally.

The principal, in fact, the only objection made by the majority of the board to Lake Washington is that of danger to vessels due to the injury to the canal or its locks by an enemy.

While this is necessarily of great importance, and would apply in the case of a navy yard, it seems that too much weight has been placed upon it in this instance. The use of a fresh water basin is to lay up naval vessels in time of peace; not as a refuge to run them into in time of war. The same argument could be applied in the case of any extensive public works of defense.

Besides this, sight must not be lost of the fact that the use of a fresh water basin is not confined to war vessels of large size, but colliers, transports, torpedo boats, repair ships, water ships, supply boats and auxiliary vessels of all kinds should have its advantages.

The immense opportunity of using Lake Washington for this purpose is simply an opportunity to be taken advantage of because it is convenient, and should not be cast away because it may present objections under certain circumstances.

Supposing this canal completed, of ample proportions, with ample room and depth and secure anchorage, it does not seem that the navy department should hesitate to send its ships into Lake Washington any more than to League Island.

It cannot be admitted that the use of a canal and locks is an insurmountable objection to the use of the lake as a fresh water basin. In most European dockyards, vessels are fitted out, repaired and kept in reserve behind both habitually.

ANALYSIS OF THE ACT OF MARCH 9TH, 1893, WHICH PROVIDES FOR THE EXCAVATION OF WATERWAYS BY PRIVATE CONTRACT.

It authorizes any person or company to excavate waterways through the tide and shore lands belonging to the State, and with the material to fill in above high tide any land and shore lands in front of incorporated cities, or within one mile thereof on either side.

It gives to the person or company performing the work a first lien upon all such lands as they may fill in, for the cost of the work, with fifteen per cent. additional thereon.

It authorizes streets and public places to be filled in, and bulkheads and restraining works to be constructed, and the cost thereof with fifteen per cent. additional, to be added to the lien on the lands benefited thereby.

The liens attach and certificates are issued therefor from time to time, as the work progresses upon the waterways.

The liens are a first mortgage on the lands, subject in case of default to foreclosure, as other mortgages on real estate. They bear eight per cent. interest from date of issue, and are payable in ten equal annual installments, the first payment being one year from the date of the sale by the State.

The lands covered by any contract are held subject to the ultimate lien of the contractor, and are sold by the State, subject to this lien, the purchaser assuming the payment of the same whenever it attaches.

The waterways excavated are free, except where locks or tide gates are necessary, when a reasonable toll may be charged.

The contractor has the option for six months to purchase, at the appraised value, all lands that have not been sold by the State within one year after such lands have been filled in.

COPY OF PETITION FROM TIDE LAND CLAIMANTS TO GOVERNOR McGRAW.

To the Hon. John H. McGraw, Governor of the State of Washington:

The undersigned holders of preference rights to purchase tide lands on Elliott Bay, at Seattle, under the act of March 26th, 1890, respectfully represent to Your Excellency that they have investigated the project of the Seattle and Lake Washington Waterway Company for improving the tide lands by excavating waterways through said lands and a canal through the hills to Lake Washington, and incidentally improving the tide lands at the head of Elliott Bay, by filling the same above high tide with solid material; and we are convinced of the feasibility and desirability of said improvement.

We, therefore, respectfully request Your Excellency to approve the contract with said company so that it may proceed with the execution of the work with the least possible delay.

McNaught-Collins Improvement Co. T. A. Jones & Son.

John Collins, President.

August Schleuter.

J. F. McNaught, Secretary.	David E. Durie.
W. S. Ladd Estate,	Joseph Kerr.
E. D. Phelps,	Puget Sound Navigation and Im-
W. I. Wadleigh,	provement Co.,
By Wm. D. Wood, Agent.	L. A. Dyer, Secretary.
J. F. McNaught.	Hall Paulson Furniture Co.,
John Collins.	W. R. Forrest, President.
John Leary.	Fred Scholpp.
Eshelman-Llewellyn Mortgage and	Newell Mill Co.,
Trust Co.,	George Newell.
James Skinner, Secretary.	Frye & Bruhn.
German-American Investment and	A. S. Miller.
Guaranty Company,	Seattle Transfer Co.,
Ellis Morrison, President.	Chas. Armstrong, President.
Elliott Bay Bridge and Pile Co.,	Terence McClure,
D. K. Howard, Vice President.	John Arthur, Attorney.
Seattle Brewing and Malting Co.	Mary A. McClure,
Albro Gardner.	John Arthur, Attorney.
Bay View Brewing Co.,	Robert Knipe.
A. Hemrich, President.	E. D. Phelps.
J. W. Currie Shingle Co.,	I. A. Wadleigh.
R. J. Graham, Secretary.	E. D. Phelps.
Amos Brown.	Aurilia B. Hicks.
C. H. Shaw.	Bessie J. Lewis.
J. L. Kahaley.	Howard H. Lewis, Agent.
Josiah Collins.	Ed. L. Terry.
J. Eugene Jordan.	S. H. Piles.
West Seattle Corporation,	Washington Iron Works Co.,
A. D. Eshelman.	Egbert Frink, Secretary.
N. L. Rogers.	J. M. Frink.
Allen & Nelson Land Co.	J. C. Nixon.
Moran Brothers Company,	A. P. Spaulding.
Robert Moran.	Chas. F. Frasch.
Seattle Dry Dock and Ship Build-	George Misener.
ing Co.,	George T. Maginnis & Co.
Robert Moran.	J. E. Fox, propr. of Saw Works.
Washington Planing Mill Co.,	Samuel A. Hoyt.
A. Hart.	B. R. Brierly.
Stetson-Post Mill Co.,	W. H. Bogardus.
G. W. Stetson.	John G. Scurry.
W. J. Stevenson.	

WORK AUTHORIZED BY SECRETARY OF WAR.

WHEREAS, By Section 3 of an act of Congress, approved July 13, 1892, entitled "An act making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes," It is provided that, without the permission of the Secretary of War, it shall not be lawful to build any wharf, pier,

dolphin, boom, dam, weir, breakwater, bulkhead, jetty, or structure of any kind outside established harbor lines, or where no harbor lines are or may be established, in any port, roadstead, haven, harbor, navigable river, or other waters of the United States, in such manner as shall obstruct or impair navigation, commerce or anchorage of said waters; or to excavate or fill, or in any manner to alter or modify the course, location, condition or capacity of any port, roadstead, haven, harbor, harbor of refuge, or inclosure within the limits of any breakwater, or of the channel of any navigable water of the United States, unless approved and authorized by the Secretary of War.

AND, WHEREAS, The Seattle & Lake Washington Waterway Company of Seattle, Washington, holding contracts dated October 27, 1894, between the State of Washington, by its Commissioner of Public Lands, and Eugene Semple for the excavation of certain waterways in front of the City of Seattle, Washington, designated as "East Waterway," "West Waterway," and "Canal Waterway," and a waterway or canal connecting the "Canal Waterway" through the upland with the water of Lake Washington, for the purpose of creating a canal from the deep waters of Elliott Bay to and into Lake Washington, has applied to the Secretary of War for permission to excavate the channels of said "East Waterway" and said "West Waterway" between the harbor lines established by the Secretary of War and to otherwise excavate and fill as specified in said contracts:

NOW, THEREFORE, This is to certify that the Secretary of War hereby gives permission to the said Seattle & Lake Washington Waterway Company to excavate between said harbor lines as specified above and to otherwise excavate and fill as specified in said contracts, a copy of which contracts is attached to the application for this permit, upon the following conditions:

1. That no filling shall be done between the harbor lines established by the Secretary of War.

2. That this permission shall not be construed as granting to the applicants any exclusive control over, or any authority to collect tolls on, any navigable waterway of the United States.

3. That the work herein permitted to be done shall be subject to the supervision and approval of the Engineer Officer of the United States Army in charge of that locality.

WITNESS my hand this 14th day of January, 1896.

DANIEL LAMONT,

Secretary of War.

COPY OF LETTER FROM SUBSIDY COMMITTEE TO ABSENT
LAND OWNERS.

...OFFICE OF...
CITIZENS EXECUTIVE COMMITTEE
FOR SECURING
SOUTH CANAL SUBSIDY
ROOM 409 BAILEY BUILDING

COMMITTEE { E. O. GRAVES, Chairman
JACOB FURTH
F. D. BLACK
I. A. NADEAU
C. J. SMITH
SAMUEL L. CRAWFORD
W. D. WOOD, Secretary

SEATTLE, Washington, April 9, 1895.

Dear Sir: We enclose herewith copy of the prospectus of the project for constructing a ship canal into Lake Washington and for filling the Seattle Tide Flats, together with copy of the contract made by the State of Washington with Eugene Semple for said work. The carrying on to completion of this enterprise means the expenditure of from six to seven million dollars of Eastern capital in our city, as well as the giving of steady employment to large numbers of men for a term of years. To secure the advantages arising from this vast undertaking, it becomes necessary for Seattle to raise a subsidy of \$500,000 in land or money, to be paid after the work is completed. This subsidy is not a bonus, but a necessary provision for items of the project not provided for by the state law or state contract, to-wit: Lock, over \$300,000; right of way; one draw bridge across N. P. R. R. and C. & P. P. S. Ry.; one draw bridge for electric car line, and road bridges, estimated at over \$200,000. As all property will be directly benefitted, an appeal is made to you, as an owner of property in this locality, to assist in the raising of the required subsidy by filling out and signing the enclosed blank note or the land contract.

This is a very popular movement here. All local people and interests are responding enthusiastically and doing their full share.

The subsidy committee are anxious to close their labors as speedily as possible so that actual work on the canal may begin, and we confidently hope that you will respond at once proportionally to the extent of your interests here.

Any further information you may desire will be most cheerfully given. Please favor us with a reply.

Very cordially yours,

CITIZENS' EXECUTIVE COMMITTEE.

By W. D. WOOD, Sec'y.

COPY OF SUBSIDY NOTE.

\$100.00.

Seattle, Wash., April 26th, 1895.

FOR AND IN CONSIDERATION of one dollar to me in hand paid, the receipt whereof is hereby acknowledged, and in further consideration of the excavation and completion, by the SEATTLE AND LAKE WASHINGTON WATERWAY COMPANY (a corporation duly organized and existing under the laws of the State of Washington), its successors or assigns, of a SHIP CANAL connecting ELLIOTT BAY with LAKE WASHINGTON, according to the terms and conditions of a certain contract (now of record in the office of the Auditor of King County) entered into by the State of Washington, by its duly authorized agent (the commissioner of public lands), and Eugene Semple, on October 27th, 1894, for the excavation and completion of the East Waterway and the Canal Waterway into Lake Washington, therein described, which contract requires the completion of said work within six (6) years from the said 27th day of October, 1894, unless the time for the completion thereof shall be extended by the State of Washington, upon a showing of due diligence on the part of the parties constructing same, according to the terms of the law under which said contract was made, and which said contract has been duly assigned to said SEATTLE AND LAKE WASHINGTON WATERWAY COMPANY, I, John Doe, hereby agree and promise to pay to the order of said SEATTLE AND LAKE WASHINGTON WATERWAY COMPANY, its successors or assigns, at the office of said company in the City of Seattle, Washington, the sum of one hundred dollars, at the date of the completion and formal opening of said SHIP CANAL for the passage of vessels, from Elliott Bay into Lake Washington, according to the terms and conditions of said contract with the state of Washington, with interest thereon at the legal rate from the date of such completion and formal opening until paid; PROVIDED, that unless said ship canal be constructed and completed strictly according to the terms and provisions of said contract with the State of Washington, then this obligation shall be null and void.

JOHN DOE,

.....

REPORT OF COMMITTEE APPOINTED TO APPRAISE SUBSIDY.

TO THE SEATTLE AND LAKE WASHINGTON WATERWAY COMPANY, SEATTLE:

Gentlemen: The undersigned, requested by you to act as a committee of appraisement upon the value of the land and notes offered by the citizens of Seattle and King County as a subsidy to aid in the construction of your proposed ship canal from Elliott Bay to Lake Washington, beg to report that pursuant to your request we met on

April 24th last and organized and elected Jacob Furth of our committee as chairman and D. N. Baxter as secretary; that we have held frequent sessions from time to time since our organization until the completion of our work on this date; that there have been submitted to us about 2,486 subscriptions, aggregating a face total of \$548,923, \$501,323 being payable in cash and \$47,600 in land; that we have considered separately the responsibility and character of each subscriber and also the value of each tract of land separately; that on account of notes whose value was in our judgment small or uncertain, or on account of a lack of information as to some subscribers, and on account of deductions made by us from values placed on land subsidy by the subscribers, we have made an aggregate deduction of \$37,380.50, leaving a net total of \$511,542.50; that in our judgment the subsidy so submitted to us is safely worth said sum of \$511,542.50.

Respectfully submitted,

J. FURTH,

Chairman.

WM. D. WOOD.

A. P. MITTEN.

S. L. CRAWFORD.

D. E. DURIE.

LIST OF SUBSCRIBERS TO THE SUBSIDY GRANTED BY CITIZENS OF SEATTLE TO THE SEATTLE AND LAKE WASHINGTON WATERWAY COMPANY.

Below will be found the names of the public-spirited and liberal citizens of Seattle who contributed to the contingent subsidy granted to the Seattle and Lake Washington Waterway Company in 1895:

Abb, Frank	\$ 25 00	Allen, Watson	500 00
Abrams, R.	2,000 00	Albertson, Theo	100 00
Adair, Geo. B.	250 00	Allis, Leonard G.	50 00
Adams, Geo. E.	100 00	Allison, H. C.	50 00
Adis, Albert	50 00	Almond, Alice A.	200 00
Adsit, C. H.	300 00	Alm, Rudolph	500 00
Agassiz, R.	100 00	Almquist, Louis	100 00
Agassiz, Berry & Co.	100 00	American Lumber & Shingle	
Ahrenstedt, Hans	200 00	Co	600 00
Albertson, R. B.	100 00	Ames, George	100 00
Albrecht, C. T.	50 00	Amunds, A.	500 00
Alexander, G. N.	250 00	Anderson, Steffin	25 00
Alford, M. L.	100 00	Anderson, A.	100 00
Algar, Henry S.	500 00	Anderson, A. C.	1,000 00
Aladio, Peter	250 00	Anderson Bros.	100 00
Allan, Robert S.	50 00	Anderson, C. M.	300 00
Allen, Alexander J., Jr.	50 00	Anderson, Frank L.	25 00
Allen, J. H.	250 00	Anderson, Ira R.	50 00
Allen, J. W.	100 00	Anderson, James	50 00
Allen, J. C.	100 00	Anderson, J. L.	100 00
Allen, John B.	500 00	Anderson, Joseph	50 00
Allen & Nelson Mill Co.	250 00	Anderson, Oliver P.	100 00
Allen, S. W.	25 00	Anderson, P. A.	25 00

Anderson, Peter	25 00	Beck, H. A.	25 00
Anderson, W. S.	100 00	Becker, Charles	50 00
Anglin, Mary A.	100 00	Becker, E.	50 00
Ankeny, R. V., Jr.	100 00	Beckingham, Charles	100 00
Anthony, Ferdinand	100 00	Beckingham, George	100 00
Archibald, S. M.	100 00	Beckman, C. L.	100 00
Argens & Schuck	100 00	Beddow, W. L.	50 00
Argus, The	100 00	Bell, A. V.	100 00
Ariss, Louis	50 00	Bell, Francis A.	500 00
Armitage, J. A.	50 00	Bell, J. R.	25 00
Armstrong, Charles	250 00	Bellew, Edward	50 00
Arnoudts, C. A.	100 00	Belond, Wm.	350 00
Arper, E. D.	25 00	Beman, Nathan	100 00
Arthur, John	250 00	Bemberg, W. H.	25 00
Ash, L. A.	150 00	Bemiss, J. M.	100 00
Askam, O. P.	100 00	Benedict, S. G.	100 00
Aspinall, T. H.	50 00	Beninghausen, G.	100 00
Atkins, Frank R.	100 00	Bennett, B. E.	50 00
Atkinson, A.	50 00	Bennett, Charles Nelson....	100 00
Atkinson, J. M. E.	300 00	Bennett, Geo. E.	100 00
Atkinson, John D.	250 00	Bennett, J. E.	100 00
Atkisson, Marsh	100 00	Bennett, James G.	50 00
Auernheimer, Henry	50 00	Bennett, R. H.	50 00
Ausman, Frank A.	50 00	Benson, Charles	100 00
Aust. George F.	100 00	Benton, M. P.	100 00
Austin, C. M.	100 00	Benzonhofer, D. G.	100 00
Austin Grain Co	100 00	Berkman & Bro., J.	250 00
Backus, M. F.	300 00	Bernharut & Anderson	300 00
Bacon, Geo. W.	200 00	Bernard, John F.	100 00
Bagley, Daniel	100 00	Berry, Francis S.	150 00
Bagbey, John S.	50 00	Berry, F. E. Graham	100 00
Bailey, Gideon S.	100 00	Berry, George	100 00
Bailey, Mark, Jr.	100 00	Berton, B. A.	50 00
Bailey, Thos. Jennings	100 00	Best, A. W.	100 00
Baillargeon & Co., J. A. ...	1,000 00	Bickerton, Edward G.	100 00
Baker, A. J.	100 00	Bieneck, Chas.	50 00
Baker, F. W.	150 00	Bierseith, P. I.	25 00
Baker, Frederick R.	100 00	Bigelow, H. A.	100 00
Baker, Richard D. & Richards,		Bigelow, I. N.	500 00
Joseph S.	250 00	Ringel, Albert	100 00
Ball, Ancil B.	100 00	Bird, Frank W.	100 00
Ballou, H. G.	100 00	Birkel, A. M.	50 00
Bane, Thos. H.	50 00	Bissell, Enoch	25 00
Bane, W. A.	50 00	Black, C. A.	400 00
Bargquist, Matthias	100 00	Black, Frank D.	2,000 00
Barker, Fred W.	100 00	Blake, Jed G.	200 00
Barnard, Frank J.	100 00	Blaker, Reginald C.	100 00
Barrett, Jerry	100 00	Blackistone, James T.	100 00
Barricklow, A. E.	50 00	Blakney, Clement	50 00
Bartell, G. H.	100 00	Blakney, G. M.	25 00
Bartlett, George	150 00	Blanchard, C. P.	50 00
Barto, R. W.	200 00	Blase, Wm.	100 00
Bates, Russell S.	250 00	Bloch, Wilhelm	100 00
Battle, Alfred	100 00	Blodgett, Frank I.	250 00
Bauer, H. A.	100 00	Blowers & Dineth	65 00
Bauman, Harry	100 00	Blunck, F. T.	1,000 00
Bausman, Frederick	300 00	Blyth, John R.	200 00
Baxter, D. N.	500 00	Boardman, G. W.	100 00
Bean, H.	100 00	Boynton, F. F.	100 00
Beattie, William	100 00	Boarman, Frank B.	500 00

Boddy, Francis	10 00	Brewer, E. F. M.	100 00
Boehme, C. F. O.	50 00	Briggs, B. F.	200 00
Boesken, A.	50 00	Brinker, Wm. H.	500 00
Bogan, Gus	100 00	Britain, Geo. W.	100 00
Bogue, G. F.	100 00	Bromley, Henry C.	100 00
Bolink, E.	200 00	Bromley, Thomas	100 00
Bond, H. G.	1,000 00	Bronson, Ira	150 00
Bonney & Stewart	500 00	Brookes, A. M.	1,000 00
Booth-Whittlesey-Hanford Ab- stract Co	500 00	Brooks, Frank	100 00
Borchers, L. S.	100 00	Brooks, H. E.	25 00
Borella, Anthony	100 00	Brooks, J. B.	50 00
Bories, Emil	100 00	Brotherton, A.	100 00
Borough, R.	25 00	Brown, Amos	3,000 00
Borst, John A.	500 00	Brown, Edw. H.	50 00
Borton, A. E.	100 00	Brown, Felix	100 00
Bosley, Oliver	10 00	Brown, Geo. M.	50 00
Boss, J. E.	50 00	Brown, Gus	200 00
Bostian, H. T.	30 00	Brown, J. Edgar	50 00
Bothell, D. C.	50 00	Brown, Jas. F.	100 00
Bothell, George	50 00	Brown, James Hawthorne...	25 00
Bouley, Julian	55 00	Brown, John	100 00
Bowden, Edmund	250 00	Brown, P.	100 00
Rowen, C. A.	50 00	Brown, R. A.	100 00
Bowers, C. E. W.	25 00	Brown, R. R., & Mollie.....	50 00
Bowhay, C. W.	100 00	Brown, Thos. S.	50 00
Bowker, C. Paget	100 00	Brown, Watson H.	100 00
Bowker, H. W.	100 00	Brown, F. W.	50 00
Bowman, A. C.	100 00	Bruce, M. M.	50 00
Bowman, S. L.	500 00	Brunn, Simon	100 00
Boyd, David	100 00	Brunner, W. H.	50 00
Boyd, J. M.	100 00	Bruns, Harry	50 00
Boyd, Thomas	100 00	Brunsing, A. H.	25 00
Boyd, W. F.	50 00	Brunsing, Louis	25 00
Boyd & Co., W. P.	1,000 00	Brunsing, P. T.	100 00
Boyden, J. E.	500 00	Bryant, Wm. J.	200 00
Boyer, James T.	50 00	Brydges, Wm. R.	50 00
Boyle, Henry	1,000 00	Buchan, J. A.	50 00
Boyle, Neal	100 00	Buchanan & Brooke Co	500 00
Braas, G. H.	50 00	Buchanan, John	25 00
Brace, J. S.	100 00	Buck & Co., F. A.	300 00
Bradbury, I. H.	50 00	Buckhorn, E. G.	25 00
Bradeen, A. R.	100 00	Budden, W. R.	25 00
Bradley, George E.	40 00	Budlong, G. E.	100 00
Bradley, T. F.	200 00	Bull, Wm.	100 00
Bradner, C. G.	200 00	Bulene, Geo. W.	200 00
Brady, Edward	100 00	Bullene, H. H.	100 00
Bragg, E. H.	25 00	Burbank, E. A.	50 00
Branagan, Matt	100 00	Burch, G. A.	200 00
Brand, Adolph L.	50 00	Burdic, G. L.	50 00
Brand, August	100 00	Burg, Hubert	25 00
Brand, G.	100 00	Burian, Gottlieb	100 00
Brandt, G.	100 00	Burke, T. H.	100 00
Brandt, Peter	100 00	Burkland, E. O.	50 00
Brannen, John	50 00	Burns, Arthur	100 00
Braun, John S.	100 00	Burns, F. J.	300 00
Brawley, D. C.	5,000 00	Burns, Geo. L.	100 00
Bray, Chas. E.	100 00	Burns, John	1,000 00
Bredemeyer, J. A. O.	100 00	Burns, Peter	150 00
Brelle, Fred	50 00	Barritt, Walter	100 00
		Burrows, Albert	100 00

Burrows, E. R.	500 00	Carroll, P. P.	200 00
Burrows, Frank	25 00	Carson, H.	100 00
Burt, Herbert L.	25 00	Carstens Bros.	250 00
Bushnell, J. S.	25 00	Carter, John H.	100 00
Butler, Robert W.	25 00	Carter, M. J.	50 00
Butler, Tobias	100 00	Case, G. L.	50 00
Butler & Son, W. F.	50 00	Casey, Ben	100 00
Butterworth, Charles N.	25 00	Cash Buyers' Association....	100 00
Butterworth, E. R.	100 00	Caspers, James	50 00
Butterworth, Fred R.	25 00	Cass, J. F. and Matilda....	100 00
Butterworth, Gilbert M.	50 00	Castleman, H. W.	100 00
Buty, Frank	150 00	Catlin & Fearl	100 00
Cade, Alfred	50 00	Cattell, N. J.	25 00
Cahn & Cohn	100 00	Catulo, Castagnietta	500 00
Cain, H. A.	50 00	Caughrean, Geo. H.	100 00
Cain, Larris	50 00	Cavanaugh, A. B.	100 00
Caine, Elmer E.	250 00	Cavanaugh, M. L.	1,000 00
Cairns, John S.	25 00	Cayton, H. R.	100 00
Caldwell, R. G.	50 00	Chaffey, A. E.	100 00
Caldwell, Wm.	100 00	Chaffey, H.	50 00
Caldwell, William J.	100 00	Chalk, W. T.	200 00
Caldwell, W. M.	100 00	Chamberlin, A. B.	100 00
Calhoun & Co	200 00	Chamberlin, Ellen J.	50 00
Calhoun, W. C.	250 00	Chamberlin, Frank	200 00
Callahan, John	25 00	Champoux, E.	100 00
Callahan, R. C.	100 00	Chandler, B.	100 00
Calligan, M. J.	100 00	Chapin, Eugene	100 00
Calvert Co., The	300 00	Chapin, Herman	1,000 00
Calvert, Ephraim	50 00	Chapman, Geo. W.	50 00
Calvert, J. H.	200 00	Chase, Clarence E.	10 00
Campbell, James	250 00	Chase, J. S.	500 00
Campbell, James	450 00	Chase, Reuben L.	25 00
Campbell, John	1,000 00	Cheasty, Edward C.	250 00
Campbell, J. A.	650 00	Chellis, W. L.	25 00
Campbell, Thos. H.	200 00	Chesley, W. R.	150 00
Campbell, William	1,000 00	Chester, F.	100 00
Campbell & Co., William....	200 00	Chestnut, L. E.	50 00
Cann, T. H.	200 00	Chilberg, Benjamin A.	100 00
Cann, T. H., Jr.	100 00	Chilberg, Nelson	100 00
Cannon, H. B.	100 00	Chiodo, Peter	500 00
Cantrell, W. R.	25 00	Chisholm, R. A.	250 00
Card, John C. and Mary S..	1,000 00	Chisholm, Wm.	100 00
Card, L. S.	100 00	Chopard, L.	100 00
Carkeek, William	100 00	Christ, John and Maria....	100 00
Carle, T. J.	100 00	Christensen, N.	100 00
Carlisle, Samuel S.	100 00	Christianer, F.	100 00
Carlson, C. H.	50 00	Churchill, F. A.	100 00
Carlson, Charles A.	200 00	Cicchini, Eugenis	50 00
Carlton, C. E.	100 00	City of Paris	250 00
Carman, G. C.	100 00	Clancy, George E.	50 00
Carman, S. A.	20 00	Clancy, Thomas	750 00
Carman, Sira	25 00	Clapp, Cyrus F.	250 00
Carney, J. E. and Ellen J..	500 00	Clark-Harris Co	100 00
Carr, E. M.	200 00	Clark, J. B.	100 00
Carr, H. Wills	50 00	Clark, J. E.	50 00
Carr, John H.	100 00	Clark, James L.	100 00
Carr, N. A.	15 00	Clark, L. S.	400 00
Carr, Wm. J.	25 00	Clark, Mrs. E. C.	50 00
Carraher, M. M.	100 00	Clark, Robert A.	25 00
Carroll, Harry W.	50 00	Clark, S. W.	100 00

Clark, Thomas	50 00	Copp, Percy G.	50 00
Clark, Robert S.	50 00	Coppin, C.	200 00
Clarke, W. H.	50 00	Corbett, S. G.	50 00
Classen, Mich.	75 00	Corey, Rufus C.	50 00
Clausen, B. A.	50 00	Corfee, E. D.	100 00
Claussen, H. J.	100 00	Corliss, C. W.	200 00
Cleaves, F. D.	50 00	Coryell, G. K.	100 00
Cline, William	50 00	Cosh-Murray Co.	500 00
Clinto Stone & Coal Co., Ltd.	1,000 00	Cotterill, George F. and	
Clise, J. W.	250 00	Cora R.	1,000 00
Cloes, Adolph	150 00	Coughlin, John	100 00
Closson, J. H., & Millie.	100 00	Cowan, M. F.	50 00
Clymer, H. V.	10 00	Cowan, E. J. & M. E.	50 00
Coats, Baker N.	25 00	Cowie, W. H.	100 00
Cobb, C. H.	200 00	Cox, M. A.	100 00
Coblentz, D. & A.	100 00	Coyle, M. K.	25 00
Cochran, Jesse F.	50 00	Cotton, J. G.	100 00
Cochrane, William	600 00	Couvery, John	150 00
Codrick, W. H.	200 00	Crabtree, I. J.	100 00
Coffman, Wm. M.	500 00	Craig, A. A.	100 00
Cohen, A. L.	50 00	Craig, T. B.	50 00
Cohen, A.	100 00	Crane, Chas. E.	100 00
Cohn, E. I.	100 00	Crane, Geo. W.	100 00
Cole, E. H.	100 00	Cranston, J. R.	500 00
Cole, Irving T.	100 00	Craven, E. E.	50 00
Cole, J. H.	25 00	Crawford & Conover	1,000 00
Colegrove, A. B.	100 00	Crawford, Frank	50 00
Cobelle, Gastano	50 00	Crichton, J. E.	150 00
Coleman, C. C.	25 00	Crocker, C. H.	50 00
Collins, John	5,000 00	Crockett, J. S.	100 00
Collins, Josiah	150 00	Crockett, S. D.	100 00
Collins, S. J. & Alzada.	200 00	Cross, Daniel T.	100 00
Collet, Edward	50 00	Crouch, R. G.	100 00
Colsky, D.	100 00	Crowley, T. L.	50 00
Colvin, O. D.	100 00	Culman, D. A.	25 00
Combs, E.	100 00	Cunliffe, G. A.	50 00
Combs, Sherman G.	50 00	Currie, J. W.	300 00
Compton, Theodore H.	25 00	Curtis, George	50 00
Compton & Co., J.	500 00	Curtis, Geo. H.	100 00
Conant, A. W.	250 00	Curtiss, Mrs. P. L.	300 00
Cone, W. B.	200 00	Cushing, E. A.	400 00
Conner Bros.	100 00	Cyr, Fred	25 00
Conner, H. S.	250 00	Dahl, Peter	25 00
Conning, A.	50 00	Dahlquist, O. P.	100 00
Connor, R. C.	50 00	Dakoglon, C.	50 00
Conrad, Milo G.	100 00	Dallin, Abe	100 00
Conroy, Dennis	50 00	Dallin, Otto	100 00
Conway & Bogart	100 00	Damus, Julius	50 00
Conway, J. K.	50 00	Damus, R.	100 00
Conway, Joseph P.	100 00	Danel, Frank	25 00
Conway, Martin	50 00	Daniels, Rees P.	100 00
Cook, J. W.	25 00	Daoust, Joseph	50 00
Cook, Ralph	25 00	Dashley, Fred W.	100 00
Coons, John	50 00	Davega, Joseph	100 00
Cooper & Levy	350 00	Davidson, Angus	50 00
Copeland, W. W.	25 00	Davidson, D. W.	50 00
Copestick, Wm.	25 00	Davidson, Eli and Hannah.	300 00
Copeland, George H.	150 00	Davidson, Innes L.	50 00
Copeland, William	100 00	Davidson, J. D.	50 00
Copp, J. A.	100 00	Davidson, S.	50 00

Davidson, S. R.	100 00	Drew, M. S.	500 00
Davies, Griffith	500 00	Drew, Thomas	100 00
Davis, David Thos.	100 00	Drinkle, B. F.	50 00
Davis, H. C.	100 00	Drisko, H. B.	50 00
Davis, Herbert H.	100 00	Druel, Arthur C.	25 00
Davis, John	100 00	Drumm, Otto	50 00
Davis, Norman	50 00	Drummond, R. R.	100 00
Davis, Simon	50 00	Dubbs & Goodwin, Inc.	150 00
Davis, W. H.	100 00	Ducharme, Geo. A. & F. T... 2,000 00	
Dawson, Lewis R.	200 00	Dudley, Robt. W.	25 00
Day, B. F.	2,000 00	Duke, Charles A.	100 00
Day, John S.	50 00	Dummel, F. Wilhelm	20 00
Dean, C. A.	50 00	Dunbar, A. D.	25 00
Dean, W. J.	100 00	Dunn, Isaac M.	100 00
Dean, W. S.	50 00	Dunn, Roscoe	50 00
Dearborn, B. B.	100 00	Dunne, J. J.	50 00
Dearborn, W. F.	100 00	Dupe, Peter	25 00
Dearborn, W. W.	200 00	Durant, H. W.	50 00
De Groat, Grant C.	50 00	Durie, David E.	2,500 00
Deitchler, Wm.	100 00	Duwamish Dairy Co	500 00
Delfel, George C.	50 00	Dyck, John A.	25 00
Delfel, Wm.	50 00	Dyer, Mary Pontius	250 00
Delia, Louis	50 00	Eagan, Frank	500 00
Demanez, E.	100 00	Eagleson, Jas. B.	250 00
Demartini, G.	50 00	Eames, R. M.	100 00
De Neuf, Emil	100 00	Earles, Michael	200 00
De Paoli, Louis	250 00	Easter, W. W.	100 00
Deschner, Theodore	25 00	Eaton, H. H.	100 00
De Steiguer, G. E.	100 00	Eaton, W. R.	50 00
Detwiler, Eugene	50 00	Eckerly, G. A.	100 00
Devet, Harry	100 00	Eckhardt, Charles	50 00
Devine Shoe Co., C. P.....	200 00	Eden, A. M.	50 00
De Voe, Arthur	100 00	Edsen, E. P.	200 00
Dexter Horton & Co.....	2,500 00	Edwards, A. C.	200 00
Dexter Horton & Co., trustee.	20,000 00	Edwards, C. K.	50 00
Diamond Ice & Storage Co... 250 00		Edwards, Herman H.	300 00
Dietz, Chas.	200 00	Edwards, J. W. and Elizabeth	750 00
Diller, Leonard	500 00	Efaw, J. W.	100 00
Dimock, Bennet & Co.....	500 00	Efer, Wm.	100 00
Dines, John	100 00	Egan, John	250 00
Dishon, M.	200 00	Egbert, Curtis	50 00
Dockar, John J.	50 00	Ehle, P. L.	50 00
Doheny, Jerald J.	100 00	Eicher, John	100 00
Donald, Harry C.	200 00	Lidner, Alfred Julius	100 00
Donihue, J. R.	250 00	Eldred, W. W.	77 77
Donnett, C. W.	100 00	Ellicott, Salvador	100 00
Donworth, George	100 00	Ellis, A.	10 00
Doran, Frank	200 00	Ellis, M. P.	25 00
Dore, John Fairfield	100 00	Ellison, W. E.	25 00
Dorfel, George	500 00	Elsey, John C.	25 00
Dorn, Henry	200 00	Elsholz, Frank	25 00
Dorr & Co., Jno.	250 00	Emerson, Geo. J.	50 00
Douglas, Henry W.	50 00	Emerson, Peter J.	150 00
Dowd, James B.	200 00	Emmons, Smith & Emmons..	100 00
Downey, Patrick	150 00	Empire Jewelry Co., Inc. ...	300 00
Downie, C. E.	50 00	Endres, Richard	50 00
Downing, Edward B.	500 00	Engel, E. W.	100 00
Downs, M. E.	500 00	Engelbrecht, H.	100 00
Doyle, Andrew	100 00	Engle, A. W.	300 00
Doyle, Arthur	300 00	Engle, Levi	25 00

Englund, August	50 00	Fitzhenry, Robert	100 00
Ensminger, Thomas	100 00	Fleischer, H. J.	250 00
Entz, I. W.	250 00	Fleming, William C.	50 00
Epler, W. F.	1,000 00	Flint, Bixby & Co.	500 00
Eriksen, G.	100 00	Florida Cigar Co., The	100 00
Eshelman, A. D.	300 00	Flynn, C. E.	25 00
Evans, Charles N.	100 00	Flynn, Thomas F.	100 00
Evans, H.	100 00	Foles, E. N.	100 00
Evans, W. W.	50 00	Folger, P.	100 00
Everett, Fred	100 00	Folger, S. B.	100 00
Evers, Cecil C.	100 00	Fook Kee Co.	20 00
Eversole, H. Clay	50 00	Foran, Thomas	100 00
Ewald, Fritz	25 00	Forbes, Joseph	50 00
Ewing, H. S.	50 00	Forehand Bros.	100 00
Eyler, John G.	50 00	Foresman, Chester L.	10 00
Eyres, Walter	100 00	Forrest, W. R.	500 00
Faegre, K. G.	50 00	Fortson, G. H.	100 00
Falt, C. P.	25 00	Foss, J. H.	50 00
Famous Clothing Co., The...	250 00	Foster, Charles R.	50 00
Farmer, John E.	50 00	Foster, F. W.	25 00
Farnham, John	275 00	Foster, James A.	50 00
Farr, James A.	25 00	Foster, Joseph and Martha J.	500 00
Farr, T. R.	50 00	Foster, Jno. R.	100 00
Farran, R. F.	50 00	Foster, Minta	200 00
Farrar, Bert	25 00	Fowler, E. B.	150 00
Farrar, Converse P. and Genevieve	200 00	Fox, J. E.	500 00
Farrar, David	25 00	Fox, R. L.	100 00
Farrell, Jas. S.	100 00	Fox, Wm. J.	50 00
Farwell, G. D.	100 00	Fransen, Wm.	50 00
Farwell, Marcella L.	200 00	Frantz, O. F.	10 00
Faulkner, G. M.	100 00	Frederick, P.	150 00
Fease, Albert & Fegeralond Louis	50 00	Frasch, Chas. F.	100 00
Felitz Bros.	300 00	Fraser & Wilson	500 00
Fennan, Michael	100 00	Frederick, D. E.	200 00
Ferari, Carlo	50 00	Frauenthal Bros.	1,000 00
Ferguson, A. G.	100 00	Frederick, M. M.	100 00
Ferguson, Charles L.	50 00	Frederickson, O. H. & Sall- berg John	50 00
Ferguson, F. A.	100 00	Freeborn, A. C.	25 00
Ferguson, Fred E.	100 00	Freeland, S. M.	100 00
Ferrall, E. W.	150 00	French, S.	100 00
Ferry, E. L.	100 00	Frew, F. H.	50 00
Ferry, Elisha P.	1,000 00	Freyd, H. L.	50 00
Finch, E. D.	50 00	Friden, John	50 00
Finck, Wm. H.	100 00	Friedman, J. B.	50 00
Finger, H.	200 00	Friedman, L.	50 00
Finley, F. B.	100 00	Friedman, N.	100 00
First National Bank	2,500 00	Friend-Degginger Imp. Co....	300 00
Firzlafl, Frank	50 00	Frink, J. M.	1,000 00
Fischer Bros.	1,000 00	Frisch Bros.	150 00
Fischer, Eugene	100 00	Frisell, Chas.	100 00
Fischer, John B.	200 00	Frv. A. C.	200 00
Fishback, Charles Fremont..	100 00	Frye-Bruhn Co.	1,650 00
Fisher, Geo. R.	100 00	Fuhrman, Henry	2,500 00
Fisher, J. B. and Mary W...	200 00	Fuhrmann, Otto	150 00
Fitts, J. W.	25 00	Fuller, Jesse A.	10 00
Fitzgerald, Jno. H.	50 00	Furry, Geo. W.	100 00
Fitzgerald, W. K.	100 00	Furth, Jacob	2,200 00
Fitzhenry, George W.	100 00	Furuya, M	150 00
		Gabel, Phil J	50 00

Gaebel, Wm.	50 00	Goodburn, Robert	50 00
Gagle, John H.	100 00	Goodman, Emanuel	100 00
Gagnon, James O.	100 00	Goodwin, Raser & Fisker	100 00
Galbraith, J. E.	150 00	Gordon, Bowen & Thurlow ..	250 00
Gale, J. A.	100 00	Gordon & Co.	250 00
Galland, Caroline Kline	500 00	Gordon, John	25 00
Galloway, M. B.	100 00	Gordon, J. B.	50 00
Garbarino, G.	50 00	Gordon, T. W.	100 00
Gardner, E. A.	500 00	Gorham, W. H.	100 00
Gardner, George T.	100 00	Gormley, Henry	200 00
Gardner, J. D.	200 00	Gottstein, Mr. Rosa.....	500 00
Gardner & Mosier	500 00	Gottstein, K.	500 00
Garrett, D. C.	50 00	Gould, F. W.	100 00
Garrett, Thomas A.	100 00	Gould, J. A.	500 00
Garretty, J. S.	25 00	Gouptel, E.	25 00
Garton, Alfred	500 00	Gourley, John	50 00
Gasch, Charles J. A.	15 00	Gow, Harding M.	50 00
Gasch, Fred	250 00	Gow, John L.	50 00
Gatch, Fred, Jr.	100 00	Graf, Hugo	50 00
Gatch, Thos. M.	100 00	Graf, John	100 00
Gatzert-Schwabacher Land Co	1,500 00	Graham, J. S.	250 00
Gay, C. A.	100 00	Graham, Lou	100 00
Gazzan, Warren L.	250 00	Graham, R. J.	50 00
Gee Lee & Co.	200 00	Graham, Walter	100 00
Geertsen, C.	100 00	Granger, David	50 00
Gehring, L.	50 00	Granville, E. G.	50 00
Geisler Bros.	50 00	Graves, J. P. L.	25 00
Genss, H.	50 00	Graves, W. I.	50 00
George Nicholas	100 00	Gray, G. J.	50 00
Gephart, James M.	100 00	Green, Joseph L.	50 00
Gibson, John L.	25 00	Green, M. A.	100 00
Gibson, W. Arthur	100 00	Greenleaf, Jos. T.	250 00
Gilbert, Herman & Clara	200 00	Gribble, Wm. H.	10 00
Gilbert, J. J.	50 00	Griffin, Arthur E.	100 00
Gilbert, Louis	200 00	Griffin, G. G.	100 00
Gildemeister, Chas.	50 00	Griffith, J. R.	100 00
Gilfillian, James	100 00	Griffith, L. A.	150 00
Gilham, F. G.	25 00	Griffith, L. H. & Tiney W. ...	500 00
Gill & Gill	500 00	Griffith, L. J.	50 00
Gilland, David	50 00	Griffiths, Eliza J.	500 00
Gillespie, Wm.	100 00	Groll, Joseph	100 00
Gilman, J. S.	100 00	Grosse, Edward	25 00
Gilman, L. C.	100 00	Grozinsky, Z.	25 00
Gibbons, P.	500 00	Guarantee Loan & Trust Co... 1,500 00	
Gilmore, David	250 00	Guie, E. H.	100 00
Glasgow, Joseph M.	500 00	Guldbrandsen, G.	50 00
Gleason, Pat	100 00	Gund, George F.	500 00
Gleason, W. H.	400 00	Guse, Wm. M.	50 00
Gleeson, James	150 00	Gutheil, C. Louis	100 00
Glen, John	50 00	Guy, A. E.	50 00
Globe Wall Paper Co.	250 00	Guy Bros.	100 00
Godfrey, G. M.	100 00	Guy, G. O.	250 00
Godwin, J. W.	100 00	Gutheil, C. R.	50 00
Golay, John & Mary E.	100 00	Gyar, Wm.	25 00
Goldberg, Louis	100 00	Habernal, Theo.	100 00
Golden Rule Bazaar Co.	600 00	Hacker, John	50 00
Goldfarb, D.	50 00	Haddock, S. R.	100 00
Golding, Fred	100 00	Hadwiger, Jos.	50 00
Goldstein Hat Co., The	300 00	Hagemann, August	500 00
Good, John E.	100 00	Hahn, Robert	100 00

Haines, D. H.	250 00	Haskell, W. L.	200 00
Haines, Paul	100 00	Hassenpflug, H.	100 00
Haines, Wm. B.	100 00	Hastie, A. W.	100 00
Haisch, George	250 00	Hatfield, John A.	100 00
Haitz & Co., W.	100 00	Hathaway, S. D.	50 00
Halbe, W. L.	50 00	Hatton, M. L.	50 00
Hale, J. F.	500 00	Havercamp, August	200 00
Haley Grocery Co., Inc.	200 00	Hawkins, J. E.	50 00
Haley, John	100 00	Hayden, James H.	50 00
Hall, Geo. E.	300 00	Hayden, James R.	500 00
Hall, Geo. W.	250 00	Hayes, F. B.	50 00
Hall, J. Arthur	50 00	Hayes, J. D.	100 00
Hall, Mary V.	1,000 00	Hayes, Patrick C.	350 00
Hall & Paulson Furn. Co. ..	1,000 00	Haynes, Manly B.	100 00
Hall, W. Finley	350 00	Hays, W. F.	500 00
Hall, W. T.	250 00	Hazeltine, Ben	250 00
Haller Estate of G. Morris ..	2,000 00	Hayter, W. J.	50 00
Haller, Granville O.	1,000 00	Hazzard, Geo.	250 00
Haller, T. N.	250 00	Heath, T. H.	100 00
Hallock & Banfield	100 00	Heaton, W. H.	100 00
Ham, W. B.	100 00	Hector, Edwin	100 00
Hambach, A., Co.	500 00	Hegen, Robert	50 00
Hamburger, Carl	25 00	Heifner, C. G.	100 00
Hamilton, M. L.	100 00	Heinig, Emil	50 00
Hamlin, H. H.	3,000 00	Heinzerling, A. U.	75 00
Hamlin, P. D.	250 00	Helgensen, Geo. B.	100 00
Hamm, Dietrick	250 00	Hellenthal, Jose	50 00
Hammond, J. C.	50 00	Hellerich, C.	50 00
Hammond, M. F.	50 00	Hempel & Furtwaengler	100 00
Hand, James	10 00	Hemphill, Love & Co.	100 00
Hanford, C. H.	1,000 00	Hemrich, Alvin	100 00
Hanford, Frank	1,000 00	Hemrich, Andrew	5,000 00
Hanley, Alex M.	100 00	Hemrich, John, Jr.	2,000 00
Hanna, John W.	1,000 00	Hemrich, Louis	100 00
Hannan, William A.	25 00	Hemrich, John, Sr.	2,000 00
Hansard, Sydney	100 00	Hemrich, William	100 00
Hansell, G. Frank	50 00	Henderson, G.	250 00
Hansen, Albert	1,000 00	Henderson, P.	100 00
Hansen, Chris	100 00	Henderson, W. J.	100 00
Hansen, George	250 00	Hendricks, Bessie	300 00
Hansen, H. J.	100 00	Henneken, A.	50 00
Harbaugh, De L.	350 00	Hennig, Albert F. B.	50 00
Hardin, Thomas B.	150 00	Henry, H. C.	1,250 00
Hardwick, F. H.	100 00	Henry, James	100 00
Hardy-Hall Arms Co.	250 00	Henry, John F.	100 00
Hardy Photo Studio	100 00	Hepler, C. R.	25 00
Harker, A.	100 00	Herkenrath, William	100 00
Harlan, J. S.	50 00	Herrick, Mrs. E. A.	10 00
Harlan, W. S.	100 00	Herriman, Albert	125 00
Harlum, Otto	100 00	Herrins, Bert	25 00
Harms, D.	200 00	Heyer, Fritz	25 00
Harrington, W. A.	250 00	Hickey, Dan L.	50 00
Harris, E. M.	50 00	Hicks, Ira W.	100 00
Harris, Sigmund	150 00	Hicks, W. D.	100 00
Harris, S. C.	250 00	Hill, Alice S.	1,000 00
Harris, William	25 00	Hill, Charles	100 00
Harrison, A. H.	100 00	Hill, Chas. H.	100 00
Hart, John	100 00	Hill, E. P.	200 00
Hart, L. B.	100 00	Hill, F. A.	250 00
Hartig, Geo.	100 00	Hill, G. A.	200 00

Hill, Homer M.	250 00	Humphrey, W. E.	100 00
Hill, S. G.	200 00	Humphries, John E.	300 00
Hill Syrup Co.	100 00	Hunt, A. B.	50 00
Hillman, John H.	25 00	Hunter, Frank T.	350 00
Hills, Chas. B.	25 00	Hunter, S.	50 00
Hills, H. C.	50 00	Huntoon, John	500 00
Hilt, Fred	50 00	Hutchinson, Wm.	25 00
Hilton, Fred.	25 00	Hutton, John	500 00
Hinchliffe, Edwin	200 00	Hughes, J. W.	500 00
Hinckley, T. D.	500 00	Ilrig, A.	100 00
Hindshaw, Henry H.	100 00	Inverarity, Duncan G.	100 00
Hippe, Max	10 00	Irving & Cannon	100 00
Hixon, J. M.	100 00	Isham, A. E.	50 00
Hoar, J. L.	50 00	Iverson, F. A.	25 00
Hodges, Lawrence K.	100 00	Ivey, E.	100 00
Hollscher, Bernard	25 00	Jackson, A.	100 00
Hoelscher, Henry	25 00	Jackson, D. B.	1,000 00
Hoenicka, Adam	300 00	Jackson, D. W.	25 00
Hoeslech, Emanuel	100 00	Jackson, George B.	100 00
Hoesleck, Joe	100 00	Jackson, J. A.	100 00
Hogan, John	25 00	Jackson, W. H.	50 00
Holcomb, A. H.	50 00	Jacobs, Hiram J.	100 00
Holcomb, Chas. G.	50 00	Jacobs, Louis	25 00
Holden, Z. T.	100 00	Jacobsen, Jno. P.	50 00
Holland, J. H.	100 00	Jacobs, O.	250 00
Holloway, H.	100 00	Jacobsen, Gust	100 00
Holman, Thos.	50 00	Jacobson, F. L.	250 00
Holmes, C. A.	100 00	Jaffe, Nathan	10 00
Holmes, Samuel J.	500 00	Jaffe, L.	350 00
Holt, J. S.	100 00	Jager, Fr.	50 00
Holyoke, Richard	500 00	James, Fred	50 00
Hood, Mary T.	200 00	James, John	50 00
Hood, Thomas	200 00	James, Wm.	100 00
Hooper, Chas. W.	100 00	Jamieson, Alex.	100 00
Hopkins, R. M.	250 00	Jarvis, Peter	100 00
Horse Shoe Printing Co.	25 00	Jefferson, E. H.	100 00
Horton, E.	25 00	Jenkins, G. G.	25 00
Horton, Geo. M.	100 00	Jenner, Chas. K.	200 00
Horton, Julius & Annie E.	1,000 00	Jennings, W. J.	250 00
Hosle, Andreas	25 00	Jennings, W. S.	50 00
Houghton, E. W.	200 00	Jenns, L. H.	50 00
Hourn, C. C.	25 00	Jensen, Ed. S.	50 00
Houts, George W.	25 00	Jensen, Fred.	100 00
Hovik, S.	50 00	Jensen, William	250 00
Howard, D. K.	1,000 00	Jex, Stephen	100 00
Howard, W. H.	50 00	Jobst, Frank	100 00
Howe, Geo. L.	100 00	Johnson, A. O.	100 00
Howe, James B.	150 00	Johnson, C. A.	25 00
Howell, J. H.	100 00	Johnson, Conrad	25 00
Howland, F. O.	100 00	Johnson, E.	25 00
Hoyt, John P.	500 00	Johnson, E. G.	200 00
Hub, The	250 00	Johnson, F. A.	25 00
Hubbard, Walter S.	25 00	Johnson, Frank	50 00
Hubbart, Judson C.	100 00	Johnson, Fred	50 00
Hubbell, W. S.	25 00	Johnson, J.	100 00
Huddleston, Edwin	25 00	Johnson, J. C.	25 00
Hughes, E. C.	500 00	Johnson, John	10 00
Hughes, Edwin	200 00	Johnson, John E.	100 00
Hulsether, L.	200 00	Johnson, J. X.	100 00
Hume, Hugh	25 00	Johnson, Robert	10 00

Johnson, Swan A.	20 00	Kelly, Chas. E. & Loie A....	100 00
Johnston, E. W.	100 00	Kelly, Chet W.	50 00
Johnston, Robert	50 00	Kelly, Frank	100 00
Johnston, Wm.	25 00	Kelly, George	250 00
Johnstone & Speer	100 00	Kelly, John	100 00
Johnstone, F. C.	100 00	Kelly, John E.	50 00
Jones, Alex. R.	100 00	Kelley, Michael	100 00
Jones, David	100 00	Kelsey, H. E.	100 00
Jones, E. J.	25 00	Kemps, A. S.	50 00
Jones, Edwin W.	50 00	Kempster, Thomas L.	250 00
Jones, Elijah	200 00	Kendall, E. P.	50 00
Jones, George	50 00	Kennah, E.	100 00
Jones, Geo. M.	50 00	Kennedy, D. C.	100 00
Jones, Harry	25 00	Kennedy, Geo. T.	25 00
Jones, H. F.	100 00	Kennedy, J. H.	50 00
Jones, Humphrey	250 00	Kenney, Jessie	1,250 00
Jones, John	50 00	Kenney, John	150 00
Jones, Lloyd	100 00	Kenworthy, Mary E.	350 00
Jones, M. F.	100 00	Kerl, F. L.	150 00
Jones, O. S.	100 00	Kerns, R.	200 00
Jones, R. S.	250 00	Kerry, A. S.	300 00
Jones, R. W.	50 00	Kibbe, A. B.	100 00
Jones, T. E.	500 00	Kiltz, W. C.	100 00
Jones, T. J.	150 00	King, Albert	100 00
Jong King & Co.	100 00	King, Edmund	50 00
Jordan, F. M.	100 00	King, G. H.	50 00
Jordan, J. Eugene	500 00	King, S. D.	200 00
Jordan, Mrs. M. K. Low	100 00	Kinghorn, Frank J.	50 00
Josenhans, T.	50 00	Kingston, John	50 00
Joslin, Falcon	100 00	Kinnear, George & Angie C... 6,300 00	
Joynt, C. W.	100 00	Kinnear, J. R. & Rebecca.... 1,500 00	
Jurey, John S.	100 00	Kinney, D. S.	50 00
Kahaley, J. L.	200 00	Kirk, Patrick & Minnie	20 00
Kahle, J. W.	100 00	Kirls, Patrick	50 00
Kahn, Julius	100 00	Kirkland Land & Imp. Co... 6,400 00	
Kakeldy, Charles	500 00	Kirkwood, Wallace W.	150 00
Kalberg, Charles	100 00	Kirschner, F.	2,000 00
Kalberg, Oscar	50 00	Kirchner, Gust	50 00
Kalling, Gustave	50 00	Kistler, A.	50 00
Kanouff, P.	50 00	Kitchen, C. W.	500 00
Karns, C. F.	10 00	Kittinger, George B.	500 00
Kasson, Arthur L.	100 00	Klein, C.	50 00
Kaufman, D.	250 00	Kline, H. D.	100 00
Kautz, Jos. A.	100 00	Kline & Rosenberg	500 00
Kearney, Daniel	100 00	Klinger, Frederick	100 00
Keeler, Frank A.	100 00	Klodt, Louis	75 00
Keene, F. A.	100 00	Kloeber, J. S.	100 00
Keene Mercantile Co.	250 00	Knapp, Frank H.	100 00
Keegan, Della	100 00	Knaust, Albert	50 00
Keegan, John	50 00	Knust, Henry	100 00
Keith, Wm. C.	250 00	Koch, William A. L.	100 00
Kelleher, John	50 00	Koehler, John C.	50 00
Kelleher, Daniel	100 00	Koerber, Jacob & Isabella ... 125 00	
Kelley, James T.	50 00	Koester, Moritz	100 00
Kelley-Sutthoff Co.	100 00	Koons, J. H.	100 00
Kellogg, Chas. W.	25 00	Korn, Isaac	100 00
Kellogg, David and Anna L. 2,000 00		Kossuth, Caspar	100 00
Kellogg, E. L.	25 00	Kracht, Yorkim	100 00
Kellogg, Gardner & Sarah A. . 500 00		Krape, James S.	20 00
Kellogg, M. V.	200 00	Krause & Linsler	200 00

Krause, O.	25 00	Lentz, C. F.	50 00
Kreielsheimer Bros.	250 00	Lessey, L. M.	50 00
Kriegel, Emil	53 00	Lester, S. S.	100 00
Kriegk, G. F. M.	150 00	Leveny, Jeanie	200 00
Kriete, Henry H.	50 00	Levy, Banj. C.	100 00
Krome, Max	150 00	Levy, Jacob	100 00
Kropf, Fred	25 00	Levy & Co., M.	250 00
Kuhlmann Bros.	100 00	Lewis Bros.	1,000 00
Kyler, H. A.	100 00	Lewis, E. K.	25 00
Laack, William	250 00	Lewis, Howard H.	1,000 00
Ladd, John A.	200 00	Lewis, J. R.	500 00
Lafayette, G. A.	100 00	Lewis, Jas. Hamilton	150 00
Lake Union Furniture Mfg. Co., The	100 00	Lewis, Wm. F.	100 00
Lamb, John	50 00	Lewis, William H.	150 00
Lambuth, W. D.	100 00	Leiske, J. G.	100 00
Lamont, Richard	100 00	Lillico, R. E.	100 00
Lamoureux, R. J.	100 00	Lillis, P. J.	300 00
Landes, Henry	100 00	Lilly, Bogardus & Co.	300 00
Landon, Walter E.	10 00	Lindquist, Frank	100 00
Landstrom, John A.	50 00	Lindsay, Annie B.	100 00
Lane & Connelly	500 00	Lindsay, R. H.	100 00
Lane, James F.	50 00	Lindsay, Thos.	100 00
Lang & Co., J. M.	150 00	Lindsay, Myra B.	50 00
Langell, Louis	50 00	Lindsay, Wm. L.	50 00
Langer, J. F.	50 00	List, George S.	100 00
Langland, S. S.	100 00	Littell, Thomas T.	50 00
Langley, J. W.	100 00	Littlefield, H. W.	100 00
Lanigan, James	25 00	Livermore, C. B.	150 00
Lanigan, John T.	50 00	Lloyd, J. W.	100 00
Lansing, G. Ver Plank	50 00	Lobe, Mrs. E.	250 00
Larkin, Wm. J.	100 00	Lock, J. H. W.	100 00
Larned, C. O.	25 00	Lock, John	100 00
La Roche, F.	50 00	Lohse, Henry	300 00
Lassen, E. J.	100 00	Lombardini & Guecchi	100 00
Latham, Chas. W.	25 00	Long, M.	200 00
Lathrop, Austin	200 00	Loose, Robert	25 00
Latimer, N. H.	500 00	Louch Augustine & Co.	1,000 00
Latona Land & Mtge. Co., The	500 00	Lounsbury, C. E.	20 00
Latt, Alfred	25 00	Love, James	50 00
Lavin, Ed.	50 00	Lovett, H. R.	100 00
Lawrence, J. P.	100 00	Low, Thos. A.	50 00
Layhue, J. M.	100 00	Lowman & Hanford Sty. & Ptg. Co.	1,000 00
Leach, John	50 00	Lowman, J. D.	2,200 00
Leary, John	5,000 00	Loyhed Tinware Co.	750 00
Leathem, Thomas	50 00	Leuben, Alfred	50 00
Leddy, James	250 00	Lufsky, Paul	25 00
Lee, Edward F.	100 00	Lugrin, Chas. H.	100 00
Lee, Frank P.	100 00	Lumbard, D. A.	150 00
Lee, James	200 00	Lundberg, A. T.	50 00
Lee, T. H.	100 00	Lurie, Ike	100 00
Leed, B. F.	50 00	Lusby, Robert L.	100 00
Lehman M. J.	200 00	Luschner, Otto E.	100 00
Leibly, Chas. F.	50 00	Luther, H. P. M.	50 00
Leithead, R. B.	100 00	Lutz, Martin J.	100 00
Lakve, N. T.	50 00	Lynch, C. E.	100 00
Lemm, Math H.	50 00	Lynch, Jas. H.	75 00
Lemman, Edgar	50 00	Lynn, William	100 00
Lemon, John	50 00	Lyon, Geo. G.	200 00
Lenont, Grant E.	100 00	Lyon, John M.	300 00

Lyons, Ernest S.	100 00	McClaire, M. S.	50 00
Lytle, N. K.	50 00	McClanahan, E. C.	100 00
Lytle, Wm. R.	50 00	McClintic, E. D.	100 00
Maass, P.	50 00	McClure & Lass	250 00
Macdonald, J. J.	50 00	McComb, F. E.	50 00
Macdonald, John	100 00	McConnell, T. P.	50 00
Macdougall & Southwick Co..	1,000 00	McCord, William	50 00
Mack, A.	100 00	McCoy, I. A.	100 00
Mackay, E. A.	100 00	McCoy, John	100 00
Mackinnon, A. H.	10 00	McCoy, R. W.	50 00
Mackintosh, A.	500 00	McCulloch, G. B.	100 00
Macpherson, Nelson	100 00	McCulloch, William	250 00
Maddocks, M. R.	1,000 00	McCune, M. A.	100 00
Madison, W. B.	100 00	McDaniels, D. A.	100 00
Maede, Thomas	100 00	McDermott, J. D.	250 00
Maginnis, M.	100 00	McDonald (Edward), D. H..	50 00
Maidment, R. W.	25 00	McDonald, Edward	50 00
Mailer, D. J.	75 00	McDonald, F. A.	250 00
Malmo, Chas.	50 00	McDonald, Harry C.	50 00
Maloney, Wm.	50 00	McDonald & Hoffman	250 00
Maltby, C. M. & L. A.	100 00	McDonald, M.	200 00
Manning, James	50 00	McDonald, W. A.	100 00
Manning, A. H.	100 00	McDonald, W. H.	100 00
Manny, T. J.	25 00	McDougall, E. C.	50 00
Mantz, Fred C.	50 00	McDougall, M.	500 00
Maple, J. W.	500 00	McElroy, Ellen	100 00
Marco, Fred	500 00	McElroy, Jas. F.	500 00
Maring, C. C.	50 00	McElwain, W. P.	100 00
Marino, Saverio	250 00	McFarland, C. J.	50 00
Mark Ten Suie	75 00	McGee, B. J.	50 00
Markey & Co., H.	200 00	McGee, John D.	25 00
Marshall, Burpee	100 00	McGinnis, E. W.	250 00
Martin, H. G.	100 00	McGongle, John A.	25 00
Martin, N. H.	150 00	McGough, James	100 00
Martin, Wm.	100 00	McGrath, H. B.	100 00
Mason, J. B.	50 00	McGraw, John H.	500 00
Mason, Jas. F.	50 00	McGuire, Hugh	150 00
Mather, John	100 00	McGuire, John S.	100 00
Mathies & Co., H.	100 00	McInnis, P.	100 00
Maud, Ann	200 00	McIntyre, Chas. P.	100 00
Maud, W. H.	250 00	McKee, W. E.	250 00
May, E. R.	100 00	McKenzie, C. A.	500 00
Mayer, Leman S.	100 00	McKenzie, D. A.	1,000 00
Mayfield, Wm. S.	50 00	McKinlay, D. R.	350 00
Mayer, H. L.	50 00	McKinlay, James & Jannat..	700 00
Mayouck, Mike	50 00	McLachlan, W.	100 00
Mazingue, Anna	200 00	McLaughlin, J. H.	100 00
McAdam, William	25 00	McLean, Alexander	100 00
McAlister, Chas.	100 00	McLean, K. D.	100 00
McAllep, J. W.	200 00	McLean, Thomas H.	100 00
McAndrews, Martin	250 00	McLellan, E. L.	25 00
McBride, A. G.	100 00	McLellan, William	100 00
McCain, O. V.	100 00	McMicken, Maurice	500 00
McCain, Paris	200 00	McMillan, W. D.	50 00
McCallister, A. O.	100 00	McMillen, John A.	50 00
McCallister, J. W. H.	100 00	McMonagle, George	50 00
McCargar, A. T.	100 00	McMullen, Thomas	100 00
McCarthy, W. D.	200 00	McNamara, James	200 00
McCarthy, W. G.	100 00	McNamara, Thomas J.	25 00
McCawley, T. J.	100 00	McNatt, Francis & Ann	300 00

McNaught Land & Inv. Co...	2,500 00	Moale, Adria M. Semple	75 00
McNaught, J. F.	2,500 00	Mogdol, Henry	25 00
McQuarrie, Bert	10 00	Mohr, T. F.	100 00
McSorley, H. J.	200 00	Monheimer, I.	50 00
McTaggart, F. W.	50 00	Monohon, C. M.	200 00
McTeigh, M.	100 00	Monroe, W. T.	50 00
Meacham, A.	25 00	Mooers, J. E.	50 00
Meacham, George F.	100 00	Moon, George I.	100 00
Meagher, Anthony	100 00	Moore, Ed. L.	50 00
Meany, Edmond S.	100 00	Moore, J. E.	100 00
Meek, S. G.	200 00	Moore, Law L.	100 00
Meeker, H. H.	100 00	Moore, Robert T.	50 00
Meem, Gilbert S.	200 00	Moore, William Hickman ...	250 00
Mehaffey, Lou	100 00	Moreton & Dahlem	100 00
Mehlhorn, August	500 00	Morrill, Gustavous A.	400 00
Meister, Wm.	100 00	Morris, J. C.	50 00
Meldner, Chas.	25 00	Morris, J. P. H.	150 00
Merchants Delivery Co.	250 00	Morris, Will H.	200 00
Merchants National Bank ...	2,500 00	Morrison, Ellis	200 00
Merkel, Horace E.	100 00	Morrison, James E.	100 00
Merkle, Wm. F.	50 00	Morrissey, D. W.	100 00
Merrill, A. A.	100 00	Morse, John S.	200 00
Mertz & Russell	100 00	Morse, W. A.	100 00
Merz, Frank J.	50 00	Morton, Percival B.	100 00
Meseth, Charles	50 00	Moses, I. E.	50 00
Mess, J. F.	30 00	Moulter, J. H.	25 00
Meyer, Oswald F.	100 00	Mow, Lung Co.	25 00
Michaels, J.	25 00	Muccilli, Carmin	25 00
Michel, John	150 00	Mueller, John	150 00
Michel, Julius	100 00	Muhl Paint Co., Gustave	100 00
Milhran, M. B.	100 00	Muhl, Harry	100 00
Milan, D. J.	25 00	Mulcahey, Chas.	300 00
Miles, J. J.	25 00	Muldoon, F. M.	100 00
Miller, Andrew H.	75 00	Mullen, F. P.	100 00
Miller, Christian	200 00	Muller, Max	50 00
Miller, G. A.	50 00	Munday, Chas. F.	100 00
Miller, J. B.	200 00	Munro, D. & E. M.	50 00
Miller, J. C.	100 00	Munro, Silas	200 00
Miller, Jacob	100 00	Munson, M.	100 00
Miller, John F.	250 00	Murphy, Margaret	50 00
Miller, Joseph L. C.	100 00	Murphy, G. W.	50 00
Miller, Leander	300 00	Murray, W. H.	100 00
Miller, Martha A.	100 00	Mutschler, David	25 00
Miller, P. B. M.	500 00	Myers, Robert	200 00
Miller, R. A.	50 00	Myers, S. W.	100 00
Miller, R. J.	250 00	Nadeau, H. P.	100 00
Miller, W. H.	25 00	Nadeau, I. A.	250 00
Miller, William Lewis	25 00	Nagle, George	50 00
Mills, E. W.	100 00	National Bank of Commerce..	2,500 00
Mills & Masel	100 00	National Ice Co.	100 00
Milton Dairy Co.	100 00	Neagle, John L.	200 00
Miner, E. P.	100 00	Neally & Jensen	100 00
Minneapolis, The (Apartment House)	300 00	Neis, Phil	100 00
Misener, Geo.	250 00	Neil, J. H.	10 00
Mitchell, Chas. A.	200 00	Nelle & Englebrecht	250 00
Mitchell, D. A.	100 00	Nellis, Walter	25 00
Mitchell, J. F. T.	100 00	Nelsen, Martin	300 00
Mitchell, John T.	50 00	Nelson, A. M.	50 00
Mitten, A. P.	500 00	Nelson & Son, Andrew	25 00
		Nelson, Bert	50 00

Nelson, Chas.	10 00	Olson, Neils	100 00
Nelson, Hans	100 00	Olson, Donald B.	100 00
Nelson, W. B.	200 00	Oltmann, John H.	50 00
Nelson, Nellie	100 00	Olympic Lbr. & Shingle Co...	200 00
Neswall, Vincent	50 00	O'Meara, Patrick	250 00
Neuman, Wm. H.	100 00	Orchard, R. E.	25 00
Neuman, Louis	100 00	Orteig, J.	150 00
Neumann, Chas.	200 00	Orth, Adam	250 00
Neuman, Marie	50 00	Osawa, Y.	100 00
Newell Milling & Mfg. Co....	1,000 00	Osborn, Albert A.	50 00
New England Northwestern		Osborn, F. H.	25 00
Inv. Co.	500 00	Osborn, Richard	200 00
Newhall, E. W.	500 00	Osborne, Eben S.	250 00
Newhall, William	100 00	Osborne, Tremper & Co., Inc..	500 00
Newlands, Geo.	150 00	Osgood, C. W. P.	100 00
Newmair, J. S.	10 00	Osgood, Frank H.	500 00
Newman, L. M.	50 00	O'Shaughnessy, John J.	25 00
Newman, S.	50 00	Osner, Charles	100 00
New York Kitchen, The	50 00	Osten, Anton	50 00
New York Sign Co.	100 00	Osterhoudt, Fred	50 00
Ney, B. H.	25 00	Ostrander, John Y.	250 00
Nicholas, John	100 00	O'Toole, Wm. D.	250 00
Nichols, Harry P.	200 00	Owens, H. K.	300 00
Nickerson, F. O.	100 00	Oxendine, B.	25 00
Nicolay, O.	50 00	Pacific & Puget Sound Bot-	
Niedergesaess, C.	100 00	tling Co.	500 00
Niedergesaess, Robert	250 00	Pacific Market Co.	500 00
Niederhaensern, W. V.	20 00	Pacific Meat Co.	1,000 00
Niecharge, E. F.	250 00	Padley, B. W.	50 00
Niggle, John G.	100 00	Palace Market Co.	300 00
Nixon & McConnell	300 00	Palmer, A. L.	500 00
Noble, Frank A.	50 00	Palmer, Dunlap & Whitaker..	550 00
Nogleberg, John	50 00	Palmer, F. S.	100 00
Nogleberg, Paul	25 00	Palmer, Joseph B.	50 00
Nommensen, H. F.	200 00	Palmer, R. M.	50 00
Noon, Mike	100 00	Parke, James	500 00
Norager, Charles E.	250 00	Parker, B. S.	50 00
Nordhoff & Co.	250 00	Parker, C. W.	25 00
Norman Bros.	50 00	Parker, F. W.	100 00
North Seattle Pharmacy.	50 00	Parker, G. H.	50 00
Northwest Fruit Co.	250 00	Parker, Isaac	2,000 00
Norton, Emma	100 00	Parkhurst, A. W.	50 00
Novelty Mill Co.	500 00	Parker, S. G.	100 00
Noyes, John	250 00	Parkhurst, Harriett S.	100 00
Nunan, T. E.	25 00	arkhurst, R. F.	100 00
Nutt, P. C.	100 00	Parsons, A. C.	50 00
Nyquist, Fred	25 00	Parsons, William H.	50 00
Nyquist, N. J.	50 00	Patterson, Chares E.	50 00
O'Brien, Terence	250 00	Paul, Frank	100 00
Ogden, F. D.	100 00	Payne, J. H.	25 00
Ogden, Stephen	100 00	Payne, James B.	25 00
Ogle, B. I.	25 00	Pearl, L. P.	50 00
O'Hara, L.	200 00	Pearson, Alfred	25 00
Olds, C. L.	100 00	Pearson, Chas.	500 00
O'Leary, John	50 00	Pease, H. H.	50 00
Oliphant, P. D.	100 00	Pease, Mrs. H. H.	50 00
Oliver, J. L.	100 00	Pease, M. D.	125 00
Olmstead, H. L.	100 00	Peccard, D.	250 00
Olsen, A. H.	150 00	Peebles, J. A.	100 00
Olsen, Peter	25 00	Peel, John W.	100 00

Peirson, V. R.	50 00	Pontius, Margaret J.	1,250 00
People's Savings Bank	1,500 00	Porter, R. W. E.	100 00
Peplan, Adolph	25 00	Portland Cracker Co.	1,000 00
Perrigo, W. P.	250 00	Portway, R. C.	100 00
Perrigo, W.	100 00	Post, J. J.	250 00
Perrot, Thomas	100 00	Powell, E. W.	50 00
Peter, Jacob	50 00	Power, Chas.	100 00
Peters, H. M.	250 00	Powers, E. J.	250 00
Peters, James E.	50 00	Powers, J. B.	100 00
Peters, N. P.	25 00	Powles, Mary J.	100 00
Peters, William A.	250 00	Prather, J. N.	100 00
Peterson, A.	100 00	Prato, Loren	50 00
Peterson, A. A.	25 00	Pratt, A. W.	100 00
Peterson, Fred H.	200 00	Pratt & Riddle	100 00
Peterson, H.	100 00	Pratt, G. E. M.	50 00
Peterson, J. C.	100 00	Pratt, John W.	250 00
Peterson, O. W., & Bro.	250 00	Prefontaine, F. X.	100 00
Peterson, Lars	100 00	Prentice, Andrew	50 00
Peterson, M. B.	100 00	Prentice, John	50 00
Peterson, N. S.	50 00	Presnall, L. M.	100 00
Peterson, Philip	50 00	Preston, George H.	200 00
Petkovits, R.	100 00	Preston, Harold	300 00
Petronio, E.	100 00	Preston, W. T.	250 00
Petterson, Andrew	10 00	Price, F. N.	100 00
Peyser & Bro., M.	250 00	Price, G. Willis	100 00
Phelan, M. B.	150 00	Price, W. W.	100 00
Phelps, Byron	250 00	Pritchard, Alfred James ...	50 00
Phelps, G. A.	50 00	Prosch, Chas.	100 00
Phillips, William	100 00	Prosser, William F.	100 00
Phillips, A. C.	250 00	Provin & McKean	500 00
Phillips, A. W.	50 00	Pruessing, F.	100 00
Phillips, G. D.	150 00	Puget Sound & Alaska Fish	
Phillips, Nathan	50 00	Co.	100 00
Phillips, R. J.	200 00	Puget Sound Machinery	
Phinney, Nellie	2,500 00	Depot	500 00
Phipps, David W.	100 00	Puget Sound National Bank.	3,000 00
Picard, Alphonse L.	25 00	Pullen, Emmons W.	50 00
Pielow, W. H.	25 00	Pundt, Benjamin	50 00
Piggott, Benjamin	50 00	Purdy, P. A.	150 00
Piles, S. H.	500 00	Pusey, V. A.	200 00
Pilman, W. T.	50 00	Putnam, J. W.	100 00
Pinkney, A. R.	100 00	Quagliotti, Romano	250 00
Pioneer Printing Co.	100 00	Queen City & Eureka Baking	
Pioneer Watch Repairing Co.	100 00	Co.	250 00
Perper, A. W.	500 00	Queen City Candy Co.	200 00
Pittinger, Elias	25 00	Queen City Printing Co., Inc.	100 00
Plaster, Philip	750 00	Queen City Trunk Factory ..	100 00
Plate Josie E.	25 00	Quigley, John	50 00
Plechner, Louis R.	100 00	Quinn, Joseph	50 00
Plett, D. L.	25 00	Quirk, J. P.	50 00
Plough, C. C.	100 00	Quong Chong & Co.	100 00
Police Relief Association....	1,000 00	Quong Tuck Co.	550 00
Pollack, James	250 00	Quong War Lung Co.	100 00
Polson-Wilton Hardware Co..	150 00	Quong Tai & Co.	50 00
Pomeroy, Geo. A.	100 00	Radcliffe, W. W.	100 00
Pond, Wm. S.	250 00	Rae, John	50 00
Pontius, A. M.	350 00	Raine, Wm.	25 00
Pontius, Frank A.	450 00	Ramsay, C. C.	100 00
Pontius, L. H. and Hannah		Randel, George H.	250 00
James	200 00	Randolph, J. A.	100 00

Ranke, Dora	250 00	Rodgers, John	50 00
Rapuzzi, G.	50 00	Roe, Frank	25 00
Rardin, L. D.	100 00	Roesler, Frederick C.	50 00
Rasmusson, Henry	50 00	Rogers, Lyman H.	100 00
Rathbun, S. F.	50 00	Rogers, N. L.	100 00
Rauenzahn, D.	100 00	Rogers, Thomas M.	100 00
Rausch, George	50 00	Roll, Silas	10 00
Rautman Bros.	100 00	Romine, J. C.	100 00
Ravera, Johon	25 00	Ronald, J. T.	550 00
Rawson, Z. B.	100 00	Roos, Chas.	100 00
Raymond, Geo. F.	200 00	Rosenfelt, N. C.	50 00
Reardon, P. J.	100 00	Rosnagle, James	100 00
Rebhahn, Peter	50 00	Ross, A. L.	50 00
Reckers, C. W. J.	100 00	Ross, E. J.	100 00
Redelsheimer, J.	300 00	Ross, Jack	100 00
Reekie, R. J.	100 00	Ross, Ralph H.	50 00
Reeves, Chas. F.	100 00	Rossi, O.	250 00
Reid, Fred W.	50 00	Rothchild, Bros.	500 00
Reilly, D.	25 00	Rothweiler, Mathilde P.	100 00
Reinig, L.	200 00	Rounds, Edgar J.	100 00
Deinman, Emil	50 00	Ronnds & Co., P. R.	200 00
Reliance Loan & Trust Co... 1,800 00		Ruden, O. F.	100 00
Remick, Carroll and Grace N.	100 00	Rudy, D. G.	100 00
Rex, J. M.	200 00	Rumsey, John W.	100 00
Reynolds, E. H.	250 00	Rumsey, Miss Stockton	100 00
Reynolds, H.	50 00	Runkel, P. L.	200 00
Rheinlander, G.	50 00	Russell, F. B.	100 00
Rice, L. N.	200 00	Russell, Montgomery	100 00
Richey & Co., A. J.	50 00	Russell, S. J.	200 00
Richman, H.	100 00	Rnstad, H. R.	100 00
Richmond Paper Co., H. N... 100 00		Rutter, W. C.	50 00
Richville, J. G.	100 00	Ryan, Timothy	100 00
Riddle, C. A.	100 00	Saake, Chas. A.	100 00
Rideout, Con A.	50 00	Sackman-Phillips Inv. Co... 5,000 00	
Rinehart, W. V.	250 00	Sagmeister, John	200 00
Rinehart, W. V., Jr.	100 00	Saintmyer, Chas.	50 00
Rines, John	200 00	Saintmyer, Samuel	50 00
Ripley, Asa E.	50 00	Salinger, Dora	100 00
Ripley, J. M.	100 00	Salmon, A. G.	50 00
Riplinger, Jno.	100 00	Sander, Fred E.	5,000 00
Ritchie Francis	25 00	Sanders, E. G.	200 00
Ritter, Sam	25 00	Sanders, T. P.	50 00
Roadhouse, Joseph	100 00	San Francisco Dyeing and Cleaning Works	100 00
Robb, W. F.	50 00	San Francisco Shoe Co.	500 00
Robbins, P. Q.	100 00	Sapp, Dexter T.	500 00
Robe, L. S.	100 00	Sartori, R.	1,000 00
Roberts, J. Dallett	100 00	Sasaki, Alfred K.	50 00
Roberts, Geo. and Joe. S.... 100 00		Sasaki, Charles	300 00
Roberts, Thos. L.	100 00	Sauer, D.	25 00
Robertson & Donovan	150 00	Samnders, Charles W.	150 00
Robertson, William B. 1,000 00		Saussele & Menze	100 00
Robinson, Chas.	50 00	Sawtelle, Arthur M.	100 00
Robinson, Chas. E.	50 00	Scandinavian American Bank 1,000 00	
Robinson, Renel	500 00	Schacht, H. C.	150 00
Robinson, R. S.	100 00	Schade, Oscar A.	100 00
Robinson & Rowell	250 00	Schaeffer, Louis	50 00
Rochester, Percy W.	200 00	Schaefer, Henry S.	100 00
Rock, Thomas	200 00	Schelderup, Marcus F.	50 00
Rockman, Alice	100 00	Schelper, Wm.	50 00
Rodgers, Alvin	10 00		

Schenck, Fred R.	100 00	Seattle National Bank	1,650 00
Schettler, C. F.	100 00	Seattle Newsboys' Union	25 00
Scheuerman, Christian	500 00	Seattle Outfitting Co.	250 00
Schiemann, Louis	100 00	Seattle Soap Co.	200 00
Schlossmacher, Albert	250 00	Seattle Trading Co., Inc.....	300 00
Schlumpf, Joseph	101 00	Selby, Christine	100 00
Schmid, Vitus and Ida	400 00	Selig, S.	600 00
Schmidt, Otto	100 00	Seller & Co., M., Inc.....	400 00
Schmitz, Ferdinand	250 00	Semple, Eugene	5,000 00
Schmitz, V. A.	100 00	Semple, Eugene L.	50 00
Schneider, Daniel	800 00	Semple, Mary Ethel	26 23
Schnyder, Louis V.	450 00	Semple, Zoe A.	25 00
Schoenberg, J. A.	25 00	Severance, C. E.	50 00
Schoenle, R. W.	100 00	Severance, G. G.	25 00
Schofowitch Bros.	100 00	Seymour, E. S.	100 00
Schlopp, Frederick	100 00	Shafer, Frank	100 00
Schram, John	500 00	Shannon, James	100 00
Schreiner, F. X.	100 00	Shannon, P. C.	100 00
Schroeder, Adolph	50 00	Shannon, R. T.	50 00
Schroeder, H. A.	100 00	Shannon, W. A.	100 00
Schryer, Wm.	100 00	Sharp, James L.	200 00
Schuler, John	50 00	Sharp, L. B.	10 00
Schulze, H.	50 00	Sharp, Wm. B.	25 00
Schuster, Chas. A.	100 00	Sharples, Caspar W.	100 00
Schuster & Co.	100 00	Shaubut, Harry	100 00
Schuster, Jacob	50 00	Shaw, B. R.	50 00
Schutt, A. H.	100 00	Shaw, C. H. and Algar F. C.	500 00
Schuyler, Frank D.	250 00	Shea, Daniel	100 00
Schwabacher Bros. & Co., Inc	1,000 00	Sheafe, C. M.	500 00
Schwabacher Hardware Co...	500 00	Sheehan, Geo.	50 00
Schwede, Ferdinand	100 00	Sheehan, Jas.	200 00
Schwede, H.	10 00	Sheehan, John	100 00
Schwede, Julius	25 00	Sheffield, W. M.	50 00
Seoones, J. T. E.	450 00	Shelton, L. D. W.	100 00
Scott, Charles G.	100 00	Sheppard, J. B.	25 00
Scott, F. E.	100 00	Shiach, D. J.	100 00
Scott, Henry W. and Jennie L	300 00	Shibayama, Atoe	100 00
Scott, Ira A.	20 00	Shiffert, Irvin	50 00
Scott, W. T.	200 00	Shing Chong Co.	150 00
Scullin, Maria	100 00	Shipley, E. A.	100 00
Scurry, John G.	1,000 00	Shipley, S. M.	100 00
Seagrave, A. A.	200 00	Shippen, Joseph	100 00
Seattle Abstract Co.	200 00	Shorey, O. C.	250 00
Seattle American District		Shorey, S. F.	25 00
Tel. Co.	300 00	Shull J. A.	25 00
Seattle Brick & Tile Co.	1,000 00	Sidney, Margaret	500 00
Seattle Cycle Co.	100 00	Sidney Sewer Pipe & Terra	
Seattle Gas & Electric Light		Cotta Works	2,500 00
Co.	1,000 00	Siegley, E. E.	50 00
Seattle & Puget Sound Pack-		Sifton, A. W.	250 00
ing Co.	250 00	Sigel, S. S.	50 00
Seattle Boat & Launch Bldg.		Silliman, W. H.	100 00
Co.	100 00	Silver, Harry	100 00
Seattle Brewing & Malting Co	10,000 00	Silver Salmon Packing Co...	100 00
Seattle Bridge Co.	500 00	Silverstone, Phil A.	50 00
Seattle Dry Dock & Shipbuild-		Silverthon & Co., M.	150 00
ing Co.	3,000 00	Simon, Andrew	50 00
Seattle Electric & Gas Fix-		Simon, Sam	25 00
ture Co.	100 00	Simonson, De M. G.	50 00
Seattle Hardware Co.	3,500 00	Simpson, Frederick G.	100 00

Simpson, S. G.	1,000 00	Sproul, William	10 00
Singerman, P.	250 00	Spurr, James	250 00
Sintz, Geo.	25 00	Squire, Watson C.	2,000 00
Sirony, Henry	50 00	Stadlmann, John	50 00
Sisters of Charity of Provi- dence Hospital	150 00	Standard Furniture Co.	300 00
Skillings & Corner	100 00	Stanley, W. P.	100 00
Slauson, H. B.	100 00	Stedman, Livingston B.	100 00
Sloan, Samuel	1,250 00	Steele, Frank A.	100 00
Slorah, James T.	200 00	Stenheiser, Ike	100 00
Small, S. J.	100 00	Steinle, David	50 00
Smith, A. L.	50 00	Stenstrom, Oscar	250 00
Smith & Kennedy	150 00	Stephen, James	50 00
Smith & Smith, Inc.	250 00	Stephens, W. J.	200 00
Smith, Clarence A.	100 00	Stetson & Post Mill Co.	1,000 00
Smith, C. B.	250 00	Stetson Bros.	300 00
Smith, C. J.	50 00	Stetson, G. W.	500 00
Smith, Chas. R.	25 00	Stevens, C. F.	100 00
Smith, E. D.	500 00	Stevens, Hiram	50 00
Smith, Eben	100 00	Stevenson, W. J.	200 00
Smith, Everett	400 00	Steves Bros.	50 00
Smith, F. M.	100 00	Stewart & Brimston	50 00
Smith, G. H. and Elizabeth..	100 00	Stewart & Co., S. B.	100 00
Smith, Geo. A.	200 00	Stewart & Holmes Drug Co..	1,000 00
Smith, Geo. H.	50 00	Stewart, Dan	25 00
Smith, H. F.	100 00	Stewart, E. G.	25 00
Smith, J. C.	100 00	Stewart, James G.	200 00
Smith, J. H.	25 00	Stewart, R. F.	300 00
Smith, J. J.	100 00	St. George, Arthur	100 00
Smith, James Van Alen	100 00	Stillson, Hamilton	100 00
Smith, J. W.	20 00	Stinson, F. L.	250 00
Smith, Lyman	25 00	Stolting, C. F.	50 00
Smith, Stewart E.	500 00	Storm, M. A.	100 00
Smith, V. Hugo	100 00	Stratton, J. A.	250 00
Smith, W. H.	100 00	Strickland, F. N.	50 00
Snyder, Albert M.	100 00	Strohl, Wellington	100 00
Soderberg, J. A.	100 00	Strom, John O.	50 00
Soderberg, W. H.	100 00	Strong, J. B.	50 00
Soelberg, A. H. H.	50 00	Strudwick, R. C.	75 00
Sohns, Louis	500 00	Struve, F. K.	100 00
Solberg, M. O.	50 00	Struve, H. G.	500 00
Soper, Alfred H.	100 00	Stuart, L. J.	50 00
Soule, John P.	100 00	Stuart, R. S.	25 00
South Park Land & Imp. Co.	1,000 00	Sulbach, Charles	50 00
South Seattle Land Co.....	1,000 00	Sullivan, Jeremiah	50 00
Southard, Frank S.	200 00	Sullivan, J. J.	25 00
Spahr, Reuben	50 00	Sullivan, John	1,000 00
Spangenberg, G. F.	50 00	Sullivan, P. J.	25 00
Spaulding, A. P.	250 00	Summers, M. T.	100 00
Spelger & Hurlbut	250 00	Sundborn, P. W.	50 00
Spellman, D. B.	100 00	Surber, W. H.	500 00
Spencer-Clarke Co.	250 00	Suter, C. T.	25 00
Spencer, J. C. & M. J.	10 00	Sutherland, W.	100 00
Spencer, L. D.	100 00	Sutter, David	200 00
Spencer, R. R.	200 00	Sutton, Samuel	50 00
Spicer, B. M.	50 00	Sutton, W. C.	100 00
Spink, C. E.	50 00	Swanberg, Chas.	50 00
Spray, Lafayette	50 00	Swetland, Wm. J.	25 00
Springer, A. M.	200 00	Sweeney, E. F.	1,000 00
Springer, Aug. H.	50 00	Sweeny, C. M.	25 00
		Symonds, C. W.	100 00

Tacoma & Roche Harbor Lime Co.	100 00	Trabucatto, Simon	200 00
Talarico, Domenico	150 00	Treen & Co., L. A.	500 00
Talbott, W. H.	250 00	Treen, O. J.	500 00
Tallmadge, Hiram	25 00	Trefren, John P.	50 00
Tallman, Boyd J.	100 00	Tsupuno, H. M.	100 00
Tanner, J. E.	100 00	Turnbull, J. D.	50 00
Tanner, Thomas	100 00	Turner, C. W.	250 00
Tarbell, George H.	50 00	Turner, E. A.	500 00
Tarnow, Harry	50 00	Turner, H. S.	200 00
Tate, Samuel	100 00	Turner, J. N.	100 00
Tatro, Freeman	100 00	Turner, L.	500 00
Taylor, Edward R.	25 00	Turner, W. L.	50 00
Taylor, Emma	100 00	Tweamir, W. H.	50 00
Taylor, Herbert W.	100 00	Twichell, F. A.	200 00
Taylor, Isaac	50 00	Twichell, Fred S.	50 00
Taylor, J. L.	1,000 00	Twombly, Frank	50 00
Taylor, J. M.	100 00	Tyler, W. B.	100 00
Taylor, Wm.	50 00	Uder, Wm.	100 00
Taylor, Wm. H.	100 00	Union Electric Co.	2,000 00
Teachnor E. E. & S. J.	100 00	Upper, D. A.	100 00
Teater, M. M.	300 00	Upper, Herbert S.	100 00
Tennant, Selah	100 00	Upper, J. W.	50 00
Tenney, John M.	100 00	Upton, Walter	100 00
Tenny, Lewis E.	100 00	Utley, David	50 00
Tenny, Lewis H.	100 00	Vaas & Co., Geo. M.	50 00
TeRoller, H.	25 00	Vail & Hubbell	300 00
Terry, Charles T.	1,000 00	Van Alstyne, Chas. G.	100 00
Terry, Ed. L.	1,000 00	Van Asselt, Henry	900 00
Terry, John Y.	200 00	van Brocklin, J. W.	1,000 00
Thatcher, Geo. W.	50 00	Vandervan, Ed.	100 00
Thedinga, N. H.	100 00	Van De Vanter, A. T.	1,000 00
Thoeming, W.	10 00	Van Horn, John	50 00
Thoen, Nils E.	100 00	Van Houten, B. C.	100 00
Thom, G. A.	25 00	Van Wyck, Crittenden	50 00
Thomas, James	100 00	Variety Iron Works	200 00
Thomas, J. H.	250 00	Vene, N.	20 00
Thompson, A. C.	100 00	Vermurier, A.	150 00
Thompson, Geo. E.	100 00	Vestra Posten	100 00
Thompson, Geo. M.	25 00	Viele & Co., H. M.	250 00
Thompson, L. E.	100 00	Vilas, C. E.	100 00
Thompson, Will H.	100 00	Vincent, Samuel H.	100 00
Thompson, Wm. L.	50 00	Vinnedge, Alvin P.	100 00
Thoresen, Th.	50 00	Virtue, Geo. A.	100 00
Thornthwaite, Mrs. Ed.	50 00	Voelker, George	50 00
Thornton, H. G.	50 00	Voland, E.	50 00
Thornton, J. W.	25 00	Voll, C. H.	50 00
Thumm, Henry F.	50 00	Vossen, Theodor	50 00
Thurston, C. C.	250 00	Wa Chong Co.	1,200 00
Thurston County Abst. & Title Grte. Co.	150 00	Wa Hop	20 00
Tickle, W. T.	100 00	Wahl, Paul	100 00
Tietjens, Fred	25 00	Waldo, S. S.	25 00
Tiffany, C. H.	25 00	Walker, Cyrus	1,000 00
Timmerman, A. T.	50 00	Walker, Geo. W.	100 00
Todd, Oscar	100 00	Walker, I. I.	50 00
Toklas, Ferdinand	500 00	Walker, S.	100 00
Topping, Joe H.	100 00	Walker, Wm.	500 00
Torre, Lorenzo	50 00	Wallace, Everett D.	100 00
Toubhance, Frank	150 00	Wallace, J. H.	25 00
		Wallace, John	100 00
		Waller, J. L.	100 00

Walsh, David	50 00	Whisler, M. M.	100 00
Walsworth, C. B.	100 00	White, Charles A.	1,200 00
Walter, M. H.	50 00	White, Clarence L.	100 00
Ward, Charles C. and Mary E	200 00	White, George	100 00
Ward, D. B.	500 00	White, Phil E.	100 00
Ward, F. C. and Mrs. F. C...	300 00	White, S. A.	25 00
Ward, Geo. F.	100 00	White, W. H.	50 00
Ward, J. A.	100 00	White, W. H. and Fulton,	
Wardell, W. W.	250 00	Walter S.	500 00
Warner, A. D.	550 00	Whiting, F. B.	100 00
Warner, Daniel	100 00	Whitley, H. F.	50 00
Warren, J. B.	100 00	Whitlock, J. C.	100 00
Warren, J. M.	50 00	Whittington, J. Loring	100 00
Washburn, R. C.	250 00	Whittlesey, Wm. H.	200 00
Washington Dental & Photo		Whitworth, Geo. F.	150 00
Supply Co.	200 00	Wickstrom, Peter	250 00
Washington Rubber Co., Inc..	500 00	Widmer, J. M.	100 00
Washington Shoe Mfg. Co...	100 00	Wiestling, Frank B.	100 00
Waters, Charles	550 00	Wiestling, J. M.	200 00
Watson, A. B.	50 00	Wilber, B. R.	100 00
Watson, Chas.	100 00	Wilcox, H.	250 00
Watson, Jas. H.	100 00	Wilder, George W.	100 00
Watson, Wm. P.	200 00	Wilder, Theophilus	100 00
Wanghop, John W.	200 00	Wilhelm, Anton	25 00
Way, E. W.	100 00	Wilhelm, Fridolin	200 00
Way, Frank T.	250 00	Wilkes, P. S.	25 00
Wayland, C. L.	250 00	Wilkins, Edwin	25 00
Wallingford, J. N.	250 00	Willey Geo. J.	250 00
Webb & Co., Inc.	500 00	Williams, A. J.	100 00
Webb, H. Watson	100 00	Williams & Groat	350 00
Weber, Chas.	50 00	Williams, Charles Du Cane ..	100 00
Weber, J.	50 00	Williams, Charles P.	25 00
Webster, Geo. E.	50 00	Williamson, J. L.	100 00
Webster, M. E.	1,500 00	Willis, M. W.	100 00
Weed, Chas. E.	250 00	Willis, Park Weed	100 00
Weed, James	50 00	Willis, Stephen P.	100 00
Wegert, Julius	250 00	Wilmot, L. A.	200 00
Weinberg, Joseph	100 00	Wilson, Charles L.	50 00
Weinhagen, P.	50 00	Wilson, George R.	500 00
Weir, James	100 00	Wilson, J. L.	25 00
Welch & Erickson	50 00	Wilson, J. M.	50 00
Welfare, Alfred	150 00	Wilson, James H.	100 00
Wells, Ben. F.	100 00	Wilson, James R.	50 00
Wells, Geo. W. and Susan A.	500 00	Wilson, Jas. S.	500 00
Wente, Charles	125 00	Wilson, John & Zipporah F..	150 00
Wenzler, C.	50 00	Wilson, R. J.	50 00
Wenzler, John	200 00	Wilson, W. I.	100 00
Wert, J. H.	50 00	Wilson, Thomas H.	50 00
West, D. W.	100 00	Windsor, Rest	100 00
West, F. W.	50 00	Windt, A.	50 00
West, James	50 00	Wing, Frederick A.	200 00
West, John	100 00	Winkler, B. A.	50 00
Westberg & Childs	100 00	Winkler, Fred	100 00
Western, Henry H. & H. H...	250 00	Winship Bros. Company	250 00
Westlake, Elias	50 00	Winslow, Henry C.	150 00
Wetmore, Frank	20 00	Winstock, Melvin G.	275 00
Wetmore, S.	500 00	Winston, J. F.	25 00
Whatmore, John	25 00	Winter & Harper	200 00
Wheeler, H. D.	50 00	Wirth, George	50 00
Wheeler, J. M.	150 00	Wise, R. H.	100 00

Wittler, E. F.	1,000 00	Wyckoff, A. B.	25 00
Wittwer, J. J.	100 00	Wyckoff, J. Van	250 00
Wolcott, J. R.	250 00	Wyckoff, Ursula	250 00
Wolff, August	100 00	Wyreng, Oty	25 00
Wood, F. J.	100 00	Yancy, G. W.	500 00
Wood, Lovett M.	100 00	Yesler, Minnie G.	500 00
Wood, Lyman M.	350 00	Young, Andrew B.	500 00
Wood, Robert	100 00	Young, A. J.	100 00
Wood, Wm.	100 00	Young, Douglas	200 00
Wood, Wm. D.	1,500 00	Young, Earl	100 00
Woodhouse & Longuet	100 00	Young, Edward	50 00
Woodruff, Frank M. and Hat- tie M.	100 00	Young, Frank C.	150 00
Woods, Chas.	50 00	Young, George W.	1,000 00
Woollery, J. H.	1,000 00	Young, M. H.	200 00
Woollery, W. B.	100 00	Youngs, L. B.	100 00
Work, Matt	50 00	Zeissler Fedora	50 00
Work, Q. & M.	100 00	Zetler, H.	50 00
Wright, Arthur A.	100 00	Zetler, Rose	50 00
Wright, George H.	100 00	Ziebarth, A. E.	25 00
Wright, H. M.	100 00	Ziebarth, Edw. A.	50 00
Wright, John B.	100 00	Zipse, Jakob	50 00
Wright, Samuel B.	100 00	Zuber, Anthony	50 00
		Zwick	1 00

Comparison of Cost Between Temporary Structures of Piles and Timbers and the Solid Fill Made by the Waterway Company.

The cost of a wharf of piles and timbers ordinarily used at Seattle to sustain buildings over the water is about \$6820.00 for each acre covered.

The cost of the deepest fill made by the Waterway Company is \$6,819.56 per acre, or about the same as the wharf. The cost of the average fill is \$4,425.99 per acre, or \$2,394.01 less than the wharf; and the cost of the lowest fill is \$3,755.84 per acre, or \$3064.16 less than the wharf. These estimates are based on the use of unprotected piles. If protected piles are used the cost of the wharf will be very much increased.

In addition to the advantage in cost, the wharf is only a temporary expedient, yielding to the ravages of the teredo in a few years, while the fill is as solid as the upland, and will last forever.

As every business man knows, the difference in insurance rates between structures on piles and solid ground is very great, and if a large area was covered with houses on piles the insurance companies would not write any policies at all.

According to the assessment rolls, the average value of

unfilled tide land in the district north of the Canal waterway and east of the east waterway is \$2,531.00 per acre.

The value of the same lands when filled, as per estimates furnished the Waterway Company in 1894 by C. T. Conover, for Crawford & Conover; Robert Moran, Wm. D. Wood, J. W. George, J. M. Frink and Ellis Morrison, on an average, is \$25,833.00.

The operations of the Waterway Company, conducted by the aid of outside capital brought here and expended for labor and supplies, has, therefore, added \$23,402.00 per acre to the values of the tide lands that have been filled.

The total of all values thus created, up to date, is about \$3,500,000.

In the future the amount of filling will be largely increased.

**Captain Symons' Plans for Waterways and Canal at
Seattle Adopted by Chamber of Commerce
in 1894.**

The Board of State Land Commissioners, consisting of Hon. W. T. Forrest (ex officio), Hon. T. M. Reed and Hon. Erastus Brainerd, having under consideration, in the summer of 1894, the matter of harbor lines and waterways at Seattle, gave to all persons concerned an opportunity to be heard.

The Seattle Chamber of Commerce, through one of its committees, composed of Messrs. Knox, Greene, Durie and Metcalfe, to whom were added Messrs. Burke and Gilman, had submitted a plan for harbor improvement which it was understood had been favorably considered by the State Board of Land Commissioners, but at a meeting of the Chamber of Commerce, held June 16, 1894, at which President E. O. Graves presided, it was stated that a new plan had been submitted by some one, and that said plan was about to be adopted on the strength of the representation that it embodied the views of the Chamber of Commerce. Those representations, as it was claimed, being without foundation, the President and Secretary of the Chamber were instructed to telegraph the Board of State Land Commissioners, asking for delay of a week in order that the matter might be inquired into.

The delay being granted, the Chamber of Commerce, at its meeting on June 19, 1894, listened to representations on behalf of two plans, one by Capt. T. W. Symons, and one by M. Stixrud, C. E.

As stated in the minutes of the meeting, "The trend of the opinion seemed to be strongly in favor of the plans submitted by Capt. Symons," and accordingly, on motion of Mr. E. F. Wittler, the offer of Capt. Symons to furnish a map of his plans was accepted, and a public meeting was called for the following Thursday for the purpose of considering it. On motion of Dr. Ramsey the Secretary was instructed to notify the Board of State Land Commissioners of his action.

The public meeting was held, as appointed by the Chamber, and from a two-column report thereof appearing in the Post-Intelligencer of June 22, 1894, we make the following extracts:

"The plan of waterways and harbor improvements proposed by Capt. T. W. Symons, to the State Land Commissioners, for Seattle harbor, was indorsed last evening at a largely attended meeting of the Chamber of Commerce and citizens generally, which was held at the Chamber of Commerce rooms. The resolution indorsing the plans was adopted almost unanimously, J. J. McGilvra, the mover of an amendment, casting the only opposing vote.

"Before the meeting was called to order by Vice President Thos. W. Prosch, of the Chamber of Commerce, those present inspected the two alternative plans, a blue print of the waterways proposed by Engineer M. Stixrud for the State Land Commission, and a tracing showing the plans of Mr. Stixrud and Capt. Symons. While the speakers did not spare criticism of Mr. Stixrud's plans, they recognized that they had merit and did not detract at all from his high reputation as an engineer, but the weight of opinion was overwhelmingly in favor of the Symons plan."

"Vice President Prosch opened the meeting by stating its objects and reviewing the proceedings of the last meeting. The State Land Commission had asked the opinion of the citizens and they were at liberty to speak on the plans."

A long discussion then ensued, and at its conclusion the following resolution was adopted with only one dissenting vote:

"RESOLVED, By the Chamber of Commerce and the citizens of Seattle, in meeting assembled, that the plans of waterways for the Harbor of the city of Seattle, including the Lake Washington waterway, suggested by Capt. T. W. Symons, to the State Board of Land Commissioners, be endorsed and approved, and that the State Board of Land Commissioners are requested to adopt such plans forthwith."

The Secretary of the Chamber, Mr. W. H. Whittlesey, as instructed by the meeting, then sent the following telegram to the Board of State Land Commissioners:

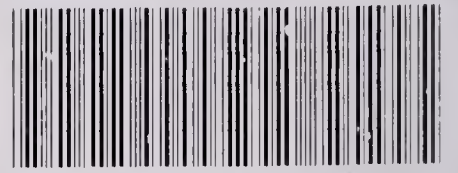
"Am instructed by resolution unanimously adopted to inform you that Chamber of Commerce and very large meeting of citizens advise and request you to adopt the plan for waterways in Seattle harbor submitted to you by Capt. Symons, including canal waterway."

Mr. Stixrud's plans did not include a canal waterway, and of that omission Hon. W. D. Wood remarked:

"That the filing of the harbor line map without any provision for the canal running through the hill would be a public calamity."

The plans of Captain Symons, adopted as above, included the canal waterway and the canal through the hill to Lake Washington, and are the ones now being executed by the Seattle and Lake Washington Waterway Co.

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